The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street,* E. C. George Street & Co., 30, *Cornhill.* Gordon & Gotch, *Ludgate Circus,* E.C. Bates Hendy & Co., 37, *Walbrook,* E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street.* W. M. Wills, 151, *Cannon Street,* E.C. Robert Watson, 150½ *Fleet Street.*

PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris.*

NEW YORK:—J. Stewart Harper, The Chinese Evangelist Office, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney.*

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore.* C. Heinszen & Co., *Manila.*

CHINA:—*Macao,* A. A. da Cruz. *Amoy,* N. Moalle. *Foochow,* Hedge & Co. *Shanghai,* Lane, Crawford & Co., and Kelly & Walsh. *Yokohama,* Lane, Crawford & Co., and Kelly & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital..................$8,168,062.50
Reserve Fund......................$5,382,127.20
Reserve Liability of Proprietors..........$8,168,062.50

Court of Directors.

Chairman—H. L. Dalrymple, Esq.
Deputy Chairman—J. S. Moses, Esq.

T. E. Davies, Esq. | S. C. Michaelsen, Esq.
W. H. Forbes, Esq. | L. Poesnecker, Esq.
H. Hoppius, Esq. | D. R. Sassoon, Esq.
Hon. J. J. Keswick. | Alex. McConachie, Esq.

Chief Manager.
Hongkong,..........T. Jackson, Esq.
Manager.
Shanghai,..........John Walter, Esq.
London Bankers.—*London and County Bank.*

HONGKONG.
Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
„ 6 „ 4 per cent. „ „
„ 12 „ 5 per cent. „ „

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. de BOVIS,
Acting Chief Manager.

Hongkong, January 1, 1891. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
Hongkong & Shanghai Banking Corporation,
F. de BOVIS,
Acting Chief Manager.

Hongkong, January 1, 1891. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Authorised Capital..............£2,000,000.
Paid-up Capital..................£580,000.

London:
Head Office.........40, Threadneedle Street.
West End Office...25, Cockspur Street.

Branches in India, China, Japan and the Colonies.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

Interest Allowed on Deposits:
Fixed for 12 months, 5 per Cent. per Annum.
„ 6 „ 4 „ „
„ 3 „ 3 „ „

On Current Deposit Accounts 2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.

Hongkong, September 4, 1890. 1362

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Matter of the Estate and Effects of MAXIMIANO JOSE D'AQUINO, late of Victoria, Hongkong, *Deceased.*

NOTICE is hereby given that His Honour the Chief Justice has by virtue of Section 3 of Ordinance No. 9 of 1870, made an Order limiting the time to the 1st day of February, 1891, for Creditors to send in their CLAIMS against the Estate of the late Maximiano Jose d'Aquino, who died on the 10th day of March, 189 , at No. 3, Rednaxela Terrace, Victoria, aforesaid, and Probate of whose WILL was on the 22nd day of July, 1890, granted by this Honourable Court to JOAO CAETANO DA CUNHA, one of the Executors, named in the said Will of the Deceased. And Notice is also given that all such CLAIMS are to be sent in in writing to the Undersigned, on or before the said 1st day of February, 1891, or Notice will not be taken of them.

All Persons INDEBTED to the above Estate are requested to make immediate Payment to the Undersigned.

CALDWELL & WILKINSON,
Solicitors for the said
1913 Joao Caetano da Cunha.

NOTICE TO MARINERS,
No. 13 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTSZE.

NOTICE is hereby given that the WRECK of the TUG-BOAT *FAIRY* lies sunk in 19 feet at low water springs, on the following bearings:—

House Island Surveying Beacon, N. 12° W., True.
Tungsha Lightship, S., 65° E., True.

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 27th December, 1890. 37

GOVERNMENT NOTIFICATION.

INFORMATION has been Received from the Military Authorities that ARTILLERY PRACTICE will take place from East and South Shore Batteries, Stonecutters' Island, from the 8th to 20th JANUARY NEXT, between the hours of 9 a.m. and 5 p.m. daily.

The Line of Fire will be in a South-Westerly direction from the Batteries.

All Ships, Junks and other Vessels are cautioned to keep clear of the Range.

By Command,
F. FLEMING,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th December, 1890. 2267

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of SHAREHOLDERS will be held at the City Hall, Hongkong, on THURSDAY the 8th day of January, 1891, at 12 o'clock noon, when the following Special Resolution will be submitted, viz:—

"That in pursuance of the Companies "(Memorandum of Association) Ordinance 1890 the provisions of the "Company's existing Memorandum of "Association with respect to the objects of the Company be altered by "eliminating from the 2nd and 3rd "lines of the 3rd Clause of the said "Memorandum of Association the "words 'in the Colony of Hongkong "and its Dependencies (but not elsewhere)' and by substituting therefor the words 'in any part of the "world.'"

The REGISTER of SHARES of the Company will be CLOSED from MONDAY the 5th to THURSDAY the 8th January, 1891, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.

Hongkong, December 27, 1890. 2237

CALDBECK, MACGREGOR & Co.,

Wine and Spirit Merchants,
13, Queen's Road.

CHAMPAGNES—Best Brands.
CLARETS—Choicest Vintages.
SHERRIES, PORTS, BURGUNDIES, HOCKS and WHITE WINES.
Specially Selected BRANDIES and GINS.
SCOTCH WHISKIES—Bulloch, Lade & Co.'s.
IRISH and AMERICAN WHISKIES.
LIQUEURS and BITTERS.
Bottled ALES and STOUTS.
APOLLINARIS—ROSBACH and BELLTHAL MINERAL WATERS.

Hongkong, December 22, 1890. 2310

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the Second Ordinary General MEETING of SHAREHOLDERS will be held at the Company's Office, No. 5, Queen's Road Central, on MONDAY, the 19th of Jan., 1891, at 12 O'Clock (noon), for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the twelve months ending 31st December, 1890.

The Transfer BOOKS of the Company will be CLOSED from MONDAY, the 12th, to MONDAY, the 19th of January, both days inclusive, during which period no transfer can be Registered.

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.
Agents for the Kowloon Land and Building Co., Ld.

Hongkong, January 2, 1891. 22

Business Notices.

NEW YEAR—1891!!

LANE, CRAWFORD & Co.

HAVE A LARGE SELECTION OF GOODS suitable for NEW YEAR PRESENTS.

ELECTRO-PLATED WARE, FANCY GLASS and CHINA, LEATHER GOODS, LAMPS, SMOKER'S SUNDRIES, CABINETS, PHOTO FRAMES, TOYS, and a great variety of NOVELTIES.

Also the usual Assortment of
NEW YEAR DELICACIES,

Including:—PLUM PUDDINGS and CAKES, DESSERT FRUITS, YORK HAMS, STILTON and GORGONZOLA CHEESE, FIGS, PRESERVED FISH, PATES, VEGETABLES, TONGUES, &c., &c.

CONFECTIONERY.

LANE, CRAWFORD & Co.

Hongkong, December 29, 1890. 2250

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

EX *PALINURUS,*

SPECIALTIES IN
BALL COSTUME MATERIALS.
GILT AND SILVER TRIMMINGS
for
FANCY COSTUMES.

W. POWELL & Co.

Victoria Exchange, January 3, 1891. 27

NEW HATS.

CHRISTY'S and HEATH'S BLACK, BROWN and GREY FELT HATS.

DOUBLE and SINGLE TERAI and other SOFT FELTS.

BEST ENGLISH-MADE STRAW HATS.

LADIES' FELT HELMETS, and

CALCUTTA PITH HATS,

TWEED CAPS.

ROBERT LANG & Co.

Hongkong, July 28, 1890. 1324

Intimations.

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FINAL CALL of $10.00 (Ten Dollars) per Share in the above Company is hereby made, and is Payable at the Hongkong & Shanghai Banking Corporation, on or before January 20th, 1891.

INTEREST at the Rate of 12 % per Annum will be charged on all Calls over-due.

By Order of the Board of Directors,
J. WHEELEY,
Secretary.

Hongkong, December 20, 1890. 2192

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that the FIRST CALL of FIVE DOLLARS ($5) per Share on Shares in the above Company is Payable to the Hongkong & Shanghai Banking Corporation on or before MONDAY, the 19th January, 1891.

INTEREST at the Rate of 12 % per Annum will be charged on all Calls overdue.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 16, 1890. 2167

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS of this Company will be held at the Hongkong Hotel on MONDAY, the 19th Instant, at Noon precisely, for the purpose of Confirming the Special Resolution passed This Day that the Articles of Association of the Green Island Cement Company, Limited, be amended by adding at the end of Article 9 the words following:—

"Any Shares, in respect of which all the "Instalments shall not have been paid "on or before the Sixteenth day of "January, 1891, shall be forfeited, "and any Shares so forfeited shall be "deemed to be the absolute property "of the Company and may be reallotted "or otherwise disposed of as the General "Manager shall determine, and any "Member whose Shares shall have been "forfeited shall, notwithstanding such "forfeiture, be liable to pay to the "Company all Instalments due in respect of such Shares at the time of "forfeiture."

And by inserting the figures 250 in the place of the figures 2,000 in Articles 41 and 42.

And for the purpose of Confirming the Appointing of Messrs. ARNHOLD, KARBERG & Co. as General Managers.

C. EWENS,
General Manager.

Hongkong, January 3, 1891. 29

Intimations.

WANTED, A BILL COLLECTOR.

WANTED an Experienced Bill Collector. Must be prepared to give $500 security.

Apply to
'X. Y.'
c/o. *China Mail* Office.

Hongkong, December 31, 1890. 2266

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

INCORPORATED 1890.

NOTICE.

THE INAUGURAL MEETING for the Opening of the Rooms of this Institution will be held at No. 16, Praya Central, on the EVENING of THURSDAY Next, the 8th Instant, at 8 p.m., when the Committee will be pleased to see the attendance of Members and their Friends.

The Chair will be taken by the President, D. GILLIES, Esq.

By Order of the Committee,
W. H. WALKER,
Secretary.

Dated Hongkong, 2nd January, 1891. 31

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of FRANCISCO SALES ALMARIO, late of Victoria, in the Colony of Hongkong, Compositor, *Deceased.*

NOTICE is hereby given that the Honourable the Chief Justice having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 1st February, 1891, the time for sending in CLAIMS against the said Estate,

All Creditors are hereby required to send in their Claims to the Undersigned before the said date.

Dated the 17th day of December, 1890.

BRUCE SHEPHERD,
2176 *Acting Registrar.*

ROUYER, GUILLET & Cie.,
COGNAC, France.

For Ten Years
THE LARGEST SHIPPERS
of
BULK
BRANDY.

ALL COMMUNICATIONS DIRECT as to *LONDON BRANCH,*
ROUYER, GUILLET & Co.,
59, Mark Lane, London, E.C.

14th August, 1890. 1443

Notices of Firms.

NOTICE.

THE interest and responsibility of the late Mr. CARL WILHELM ROST in our Firm ceased on the 30th September, 1890.

Mr. CARL AUGUST ERNST MAX FRIEDRICHS has been authorized to sign our Firm by Procuration from this date.

CARLOWITZ & Co.

Hongkong, January 1, 1891. 6

NOTICE.

THE interest and responsibility of the late Mr. ERNEST DEACON in our Firm ceased on the 31st ultimo.

DEACON & Co.

Canton, January 1, 1891. 7

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that I have This Day handed over Charge of the Head Office of this Bank to Mr. F. de BOVIS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, January 1, 1891. 1

NOTICE.

THE Interest and Responsibility of Mr. NISSIM DAVID EZEKIEL in our Firm Ceased on the 23rd December, 1890.

EZEKIEL & JOSEPH.

Hongkong, December 31, 1890.

WITH Reference to the above, the Undersigned will carry on the Business under the Style of JOSEPH & LEVY and Liquidate all Outstanding Accounts of the above Firm.

E. H. JOSEPH.
S. E. LEVY.

Hongkong, December 31, 1890. 2260

NOTICE.

MR. PETER KARBERG retired from our Firm on 31st December, 1890.

ARNHOLD KARBERG & Co.

Hongkong, January 1, 1891. 2

NOTICE.

WE Have To-day ESTABLISHED a BRANCH of our Firm at Hongkong, 'Connaught House,' No. 425. Mr. HERMANN MEYERINK has been authorized to Sign the Name of our Firm at Hongkong by Procuration.

WM. MEYERINK & Co.

Shanghai, January 1, 1891. 3

To Let.

TO LET.

NOS. 4, 7, 9 & 11, Seymour Terrace.
No. 4, Old Bailey Street.
ROOMS in College Chambers.
OFFICES and CHAMBERS in Connaught House, Queen's Road Central.
OFFICES in Victoria Buildings.
'TUSCULUM,' Magazine Gap.
No. 3, Gough Hill, The Peak—Furnished.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, December 10, 1890. 93

TO LET.

GODOWNS,
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, December 24, 1890. 2225

TO BE LET AT THE PEAK.

ON Reasonable Terms, 'CRAIGIEBURN,' containing Dining, Drawing, Reception Rooms, Offices and 20 Bedrooms, with Two Tennis Courts.

Apply to THE SECRETARY,
Peak Hotel and Trading Co., Ltd.,
Hongkong.

Hongkong, December 11, 1890. 2114

TO BE LET.

A Five-Roomed HOUSE, No. 3, 'Wild Dell Buildings,' Wanchai Road (opposite Battery).

No. 1 (corner House facing East) and No. 6 (corner House facing West), RICHMOND TERRACE:—The former with Conservatory and Tennis Lawn. Each House contains Six Good Rooms and is pleasantly situated.

Apply to
HENRY HUMPHREYS,
Secretary,
Humphrey's Estate and Finance Company, Limited.

Hongkong, December 30, 1890.

TO BE LET or SOLD,
On favourable terms, with Immediate Possession.

EIGHT HOUSES at 'Mountain View,' Peak District, near Plunkett's Gap.

If sold, part of the Purchase money can remain on Mortgage.

Apply to
JOHN A. JUPP,
Secretary,
The Austin Arms Hotel and Building Company, Ld.

Hongkong, October 4, 1890. 2262

TO LET.

With Immediate Possession.

NO. 17, PRAYA CENTRAL.
A Spacious GODOWN—suitable for Shipchandler or Store (lately occupied by Messrs. Blackhead & Co.)
Also,
—OFFICES—(above Messrs. Douglas Lapraik & Co.'s Premises).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, December 16, 1890. 2164

To Let.

TO LET—FURNISHED.

Possession, 1st March, 1891.

NO. 1, Queen's Gardens. 7 ROOMS.
Apply to
S. LAMKE.

Hongkong, December 8, 1890. 2113

TO LET.

BLUE BUILDINGS.—
GROUND FLOOR of No. 2.
FIRST FLOOR of No. 3.

MAGAZINE GAP.—Two Semi-detached HOUSES. Rent, $45 each.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, December 2, 1890. 2067

HONGKONG ICE COMPANY, Ltd.

TO LET.

THAT Suite of OFFICES on the First Floor of the Company's Premises in Ice House Lane, at present occupied by Messrs. Holliday, Wise & Co., with *entrance from Queen's Road.* Possession from 1st March next.

Also,

ONE GODOWN on the Ground Floor which can be let in connection with the above Office, or separately as desired.

For Full Particulars, apply to the MANAGER at the Depôt, or to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 27, 1890. 167

TO LET.

With Immediate Possession.

THE MARINE HOTEL,
Situate on the Praya, opposite to the old P. & O. Wharf, comprising 22 Bedrooms, Dining-room, Billiard-room, Bar, &c.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, December 16, 1890. 2165

TO LET.

HOUSES at the Peak and at 'Belilios Terrace,'
GODOWNS in Duddell Street.
ROOM and SHOP No. 6, 'Beaconsfield Arcade,' Queen's Road.

Apply to
BELILIOS & Co.

Hongkong, December 30, 1890. 2261

KOWLOON.

TO LET,
Possession from 1st February.

The Kowloon Land and Building Co.'s Estate.

HEALTHILY situated 5-ROOMED HOUSES, with Bath Rooms Complete, Splendid View. Moderate Rent. Gas laid on.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, January 3, 1891. 30

Shipping.

Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR HAIPHONG (DIRECT.)
(*Taking Cargo for* Tourane & Quinhon.)

The Co.'s Steamship *Haiphong,* Captain Bousquet, will leave for the above Port shortly after the arrival of the next English Mail Steamer from Europe.

For Freight or Passage, apply to
G. de CHAMPEAUX,
Agent.

Hongkong, January 2, 1891. 13

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Diomed,* Capt. Bartlett, will be despatched as above on TUESDAY, the 13th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 5, 1891. 38

UNION LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Guy Mannering,* Captain Ford, will be despatched for the above Port on or about the 15th January, 1891.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, December 17, 1890. 2170

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE & FIUME.

The Co.'s Steamship *Melpomene,* Captain A. Mitis, will be despatched as above on the 17th Instant, at Noon, taking Cargo at through rates to Calcutta, Madras, Persian Gulf, Black Sea, Levant and Adriatic Ports.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, January 3, 1891. 26

Shipping.

Steamers.

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glengyle,* Captain Garson, will be despatched as above TO-MORROW the 7th Inst., at Daylight.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, January 6, 1891. 2218

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, PORTO, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Iphigenia,* Captain L. Voltmer, will be despatched for the above Ports on WEDNESDAY, the 7th January, 1891, at 3 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, December 30, 1890. 2200

STEAM TO MANILA *VIA* AMOY.

The Steamship *Nanzing,* Captain Hogg, will be despatched as above on WEDNESDAY, the 7th Instant, at 3 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, January 5, 1891. 35

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro,* Captain Cobban, will be despatched for the above Port on WEDNESDAY, the 7th Inst., at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, January 3, 1891. 25

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Polyphemus,* Captain Lee, will be despatched as above on WEDNESDAY, the 7th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 2, 1891. 18

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Hailoong,* Captain Roach, will be despatched for the above Ports on THURSDAY, the 8th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, January 5, 1891. 32

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Ancona,* Captain W. D. Mudie, will leave for the above places on FRIDAY, the 9th Instant, at Noon, and not as previously advertised.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 2, 1891. 14

FOR LONDON.

The Steamship *Dorset,* Captain Daniels, will be despatched for the above Ports on SATURDAY, the 10th Inst., at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, January 2, 1891. 17

Intimations.

THE HONGKONG BRICK, & CEMENT COMPANY, LIMITED.

NOTICE is hereby given that a CALL of $3 per Share in the above Company is Payable on or before the 5th day of February, 1891; and that all Persons not having paid the amount of their Calls will be charged INTEREST at the Rate of $12 Per Cent. per Annum from due date until Payment, in accordance with the Articles of Association.

W. H. WALKER,
Secretary.

Hongkong, dated December 30, 1890. 4

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Undersigned is prepared to Purchase FRACTIONAL CERTIFICATES at Current Market Rates. Persons holding the same are requested to apply at the Company's Office, No. 4, Praya Central.

EDWARD OSBORNE,
Secretary.

Hongkong, December 2, 1890. 2068

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

Proposed Sailings from Hongkong, 1890.

(subject to alteration.)

PARTHIA.....THURSDAY, 8th Jan.
BATAVIA.....MONDAY, 5th Feb.

THE Steamship *PARTHIA*, Captain PANTON, R.N.R., sailing at Noon, on THURSDAY, the 8th January, will proceed to VANCOUVER, *via* INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong First Class.

To Vancouver and Victoria	$210.00
To Port Townsend, Seattle, Tacoma	$213.00
To Portland, Oregon	$220.00
To Winnipeg, Minneapolis, St. Paul	$260.00
To Chicago, Kansas City, Milwaukee	$275.00
To St. Louis, Detroit, Cincinnati	$280.00
To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.	$290.00
To Quebec, Boston, Portland (Maine)	$295.00
To Halifax, St. Johns	$305.00
To Liverpool	$325.00
To London via Liverpool	$330.00
To Paris and Bremen	$345.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—

6 months at 25 per cent. off Return Fare
3 „ „ 50 per cent. „ „ „

(*Times is reckoned from the date of landing to date of re-embarkation at Vancouver*)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who reembark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Points will be issued available for 12 months at double fares (Mexican Dollars)

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, December 29, 1890. 2215

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 15th January, 1891, at Noon, the Company's S.S. *YANGTSE*, Commandant Lartigue, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th January, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, January 2, 1891. 23

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS in the LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 18th day of January, 1891, at 11 a.m., the Company's S.S. *PREUSSEN*, Captain Reimkarten, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above, *calling at* Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th January. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, December 22, 1890. 2211

Notices to Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *LENNOX*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Coy., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, January 5, 1891. 33

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *DENBIGHSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, January 5, 1891. 34

STEAMSHIP *SAGHALIEN*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Havre and Bordeaux ex Steamship *Douro*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. To-day (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Saturday, the 10th January, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 12th January (Monday), or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, January 2, 1891. 12

Intimations.

MAC'S AINE
SPECIAL BLEND OF FINEST OLD VATTED
SCOTCH WHISKY,
'Of unsurpassed body and exquisite and highly refined flavour.'

Price, - - - - - - - $10 per Case.

Sole Agent,
JOHN D. HUTCHISON.

Hongkong, October 30, 1890. 1875

ROWLANDS'

KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour. Sizes 3/6; 7/-; 10/6.

Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China: A. S. Watson & Co., Shanghai. 1216

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Altair, British barque, Capt. S. Munro.—Wieler & Co.

B. P. Cheney, American ship, Capt. C. E. Humphrey.—Russell & Co.

Bittern, British 3-masted schr., Capt. John Stronach.—Jardine, Matheson & Co.

John Baizley, American barquentine, Captain F. P. Shepherd—Master.

Lothair, British barque, Capt. Thos. G. Evans.—Gibb, Livingston & Co.

Modoc, American barquentine, Capt. P. Bosch.—Soy Chong.

St. Nicholas, American ship, Capt. C. F. Carver.—Douglas, Lapraik & Co.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

A COMPETITION for the Subscription Handicap CHALLENGE CUPS and RANGE SPOONS will be held on SATURDAY NEXT, the 10th Inst., at 3.30 p.m. Ranges—500 and 600 Yards, Seven Shots at each. Position, any. Entrance Fee, 30 Cents.

A Launch will leave the P. & O. Pier at 3 p.m. to take over Competitors.

C. VIVIAN LADDS,
Hon. Secretary.

Hongkong, January 6, 1891. 43

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

66th NIGHT, LAST BUT ONE
66th NIGHT, LAST BUT ONE
66th NIGHT, LAST BUT ONE
66th NIGHT, LAST BUT ONE
OF THE
STANLEY COMPANY,
Under distinguished Patronage.

TO-NIGHT,
TUESDAY, January 6th,
Benefit tendered to Miss A. SANTLEY.
By Request, 'BOCCACCIO.'

TO-MORROW,
WEDNESDAY, LAST NIGHT,
For the FAREWELL BENEFIT of
Mr. H. STANLEY,
GRAND VARIETIES.

Seats ....$2.00 and $1.00.
Box Plan at Messrs. Kelly & Walsh, Ld.
Doors open 8.30. Overture at 9 o'clock.

T. EMPSON, *Manager.*

Hongkong, January 6, 1891. 36

NOTICE.

WE Have authorized Mr. ROBERT INGLIS to Sign the Name of our Firm per Procuration from this date.

JARDINE, MATHESON & Co.

Hongkong, January 1, 1891. 41

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Ganges*, Captain T. J. Alderton, will leave for the above place at Noon TO-MORROW, the 7th Instant.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 6, 1891. 15

NIPPON YUSEN KAISHA.

FOR SINGAPORE, SYDNEY AND MELBOURNE.

(*Calling at* JAVA PORTS *and taking through Cargo for* ADELAIDE, NEW ZEALAND & TASMANIAN PORTS.)

The Co.'s Steamship *Miike Maru*, Capt. J. B. Macmillan, will be despatched for the above Ports on the 8th of January, at Noon, instead of as previously notified.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.,
Agents.

Hongkong, January 6, 1891. 2189

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

The Co.'s Steamship *Pakling*, R. H. Machugh, Commander, will be despatched as above on or about the 20th Instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, January 6, 1891. 40

BOARD AND RESIDENCE.

STAINFIELD'S—1, Queen's Road East. A few doors below H. M. Dockyard. PRIVATE BOARD and RESIDENCE. Terms moderate.

Mrs. STAINFIELD.

Hongkong, January 6, 1891. 42

NOTICE.

JUBILEE PUBLIC SUBSCRIPTION BALL, 21st January, 9 p.m. Admission for Gentlemen or Male Members of a family by Ticket only. Price of Ticket Five Dollars. Ladies, Foreign Officials and Naval and Military Officers will receive invitations from the Committee.

Tickets can be obtained at the Stores of Messrs Lane, Crawford & Co. and Messrs Kelly & Walsh.

Lists will also be furnished to the Hongkong Club, the Club Germania, and the Club Lusitano for the convenience of the Members.

By Order of the Committee,

H. E. WODEHOUSE,
Hon. Sec., Jubilee Committee.

Hongkong, January 6, 1890. 44

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS, &c.

PURE WINES.

WE beg to invite careful attention to the following selection from our Wine List, for we have succeeded in combining purity and excellence of quality with moderate prices.

SHERRY.

	per case	per bottle
VINO GENEROSO.—a generous round wine, *green seal*	$6.00	$0.60
VINO DE PASTO—a medium dry wine with delicate flavour, *red seal*	$10.00	$1.00
AMONTILLADO—a high class natural wine for connoisseurs of Sherry, *yellow seal*	$12.00	$1.10
DELICIOSO—the very finest sherry procurable, 6 years in bottle	$14.00	$1.25
PORT.		
Superior quality	$10.00	$1.00
Invalid Port, *gold seal*	$12.00	$1.10
Old Tawny, soft and mature, *black seal*	$14.00	$1.25
Specially selected old vintage	$20.00	$1.75
BURGUNDY.		
BEAUNE—a full-bodied Red Burgundy with strengthening properties	$14.00	$1.25
CHABLIS—a mellow White Burgundy, fine flavour and bouquet	$14.00	$1.25
CHAMPAGNE.		
AVIZE—a well matured, specially selected dry wine	$18.00	$1.75
LEMOINE — VIN BRUT —CUVEE ROYALE As Supplied regularly to the Prince of Wales, House of Commons, and the chief clubs in London &c.	$22.00	$2.00
Per case of 24 pints	$23.00	$1.00

We are Sole Agents in China for the Sale of this splendid Wine.

Telephone No. 60.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. 2116

Business Notices.

HONGKONG TRADING COMPANY, LD.
(*LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.*)

REMAINDER
OF
TOYS AND DOLLS,
HALF PRICE.

HONGKONG TRADING COMPANY, LD.
37 & 39, QUEEN'S ROAD CENTRAL. 39

To-day's Advertisements.

PUBLIC AUCTION
OF
OLD CHINESE PORCELAIN, EMBROIDERIES AND CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 10th January, 1891, at his Sales Rooms, Duddell Street, commencing at 2.30 p.m. sharp,—

A FINE COLLECTION OF CHINESE PORCELAINS AND CURIOS,
comprising:—

Old Blue and Five-colored Vases, Jars, Plates, Basins, Cups, do. of Kang-hi, Kienlung and more Modern Reigns, Imperial Porcelain, Black, Sang de Boeuf and Blue Porcelain, Jades, Pekin Cloisonne, Laquer and other Curios.

A quantity of Old Pekin Embroideries, &c., &c., &c.

Catalogues will be issued previous to Sale and the above will be on view on *Friday next.*

Terms of Sale.—Cash on delivery.

G. R. LAMMERT,
Auctioneer.

Hongkong, January 6, 1891. 45

SHIPPING.

ARRIVALS.

January 6, 1891:—

Nanzing, British str., 808, J. Hogg, Manila January 3, General.—Jardine, Matheson & Co.

Sutlej, British steamer, 4,205, W. D. G. Worcester, R.N.R., Shanghai January 1, Mails and General.—P. & O. S. N. Co.

Chusan, German steamer, 623, W. Wendt, Honolulu December 16, Ballast.—Melchers & Co.

Ganges, British steamer, 2,110, T. J. Alderton, London November 20, and Singapore December 31, H.M. Mails and General.—P. & O. S. N. Co.

Wanderer, British sloop, 925, Captain Clifford, Shanghai January 2.

DEPARTURES.

January 6:—

Lennox, for Shanghai.
Chas. G. Nelson, for Yap.
Kambara, for New York.
Haiphong, for Coast Ports.
Sebastian Bach, for Whampoa.
Devawongse, for Bangkok.
Mascotte, for Shanghai.
Haiphong, for Haiphong.
Kwang Lee, for Shanghai.
Smith, for Swatow.
Bormida, for Singapore and Bombay.
Peking, for Shanghai.

CLEARED.

Columbus, for Singapore.
Glengyle, for Singapore and London.
Marie for Haiphong.
Denbighshire, for Nagasaki.

PASSENGERS.

Arrived.

Per *Nanzing*, from Manila, Messrs Gardin, Friar, and 35 Chinese.

Per *Sutlej*, from Shanghai, Mr Turner, Major Barker, Captain Irvine, Messrs H. Comstock, Tong Kew Hing, A. W. Osborne and Jas. Macdonald, and 9 Chinese.

Per *Chusan*, from Honolulu, 154 Chinese, including 4 women and 8 children.

Per *Ganges*, for Hongkong: from London, Mrs B. Layton, infant and amah, Messrs J. R. Wilson, T. Brock, W. Barnes, D. S. Ruben, and Miss McLennan; from Naples, Hon. W. M. Goodman; from Brindisi, Capt. E. S. Poë, R.N., Mr W. McGregor Smith; from Bombay, Mr A. B. Kharas, and Mr Antuca; from Penang, Mr Chan Yen, and 9 Chinese; from Singapore, Mr John Smith, and 78 Chinese. For Manila: from Brindisi, Mr Waghorn. For Shanghai: from London via Bombay, Mr Such; from London, Miss Farrer, Miss Jameson, Dr. Mackay, Messrs W. F. Gilmer, W. E. Toucar, G. Prentice, Mrs Oxley's amah, Mr C. Smith, and Miss Baird. For Yokohama: from London, Mr J. Chandos Pole, Miss Chandos Pole, Messrs Bayne and J. Pearce; from Bombay, Captain Hyde Baker, Mr and Mrs G. W. Carleton, 3 Misses Carleton and maid.

Departed.

Per *Haiphong*, for Foochow, Mr and Mrs R. E. Nelson and 2 children, Miss Jewell, and Dr. Lyon.

Per *Devawongse*, for Bangkok, 3 Europeans, and 10 Chinese.

Per *Kwang Lee*, for Shanghai, 100 Chinese.

Per *Bormida*, for Singapore, 406 Chinese.

To Depart.

Per *Denbighshire*, for Nagasaki, 5 Europeans.

SHIPPING REPORTS.

The British steamer *Nanzing* reports: Had strong monsoon and high sea, fine and clear weather.

The British steamer *Sutlej* reports: From Shanghai to the Lammock Islands, experienced fresh to strong monsoon and fine. Experienced very heavy sea off Turn-about Island; from Lammocks to Hongkong, moderate monsoon and hazy. Passed a squadron of Chinese men-of-war in the Shanghai River bound for Hongkong.

The German steamer *Chusan* reports: Had fine weather throughout.

The British steamer *Ganges* reports: Encountered strong head winds and heavy seas, since leaving Singapore on the 31st December.

EXPORT CARGOES.

Per S. S. *Telamon*, sailed 28th December:—For London, 773 boxes Tea, containing 16,233 lbs. Congou, 6,124 boxes Tea, containing 128,604 lbs. Scented Caper, 1,218 boxes Tea, containing 25,578 lbs. Scented Orange Pekoe—total 8,115 boxes containing 170,415 lbs. Tea; 1,288 cases Preserves, 144 bales Canes, 44 bales Chinaware and 10 bales Cigars; for Baltimore, 609 rolls Mattings; for New York, 504 rolls Matting.

Per American ship *Sea Witch*, sailed 29th December:—For New York, 9,666 rolls Matting, 6,010 pkgs. Fire Crackers, 1,781 boxes Palm-leaf Fans, 664 cases Saigon Cassia, 300 bales Straw, 200 boxes Ginger, 100 cases Staraniseed, 108 pkgs. Rattans, 80 pkgs. Rattan Pith, 20 bales Canes, 115 pkgs. Chinaware and 248 pkgs. Merchandise.

Per S. S. *Djemnah*, sailed 1st January:—For Continent, 165 bales Silk, 40 cases Silk Piece Goods, 70 cases Essential Oil, 22 bales Hair, 450 boxes Tea, 25 bales Punjum, 110 cases Staraniseed and 29 pkgs. Sundries; for London, 50 bales Silk, 5 cases Silk Piece Goods, 2 cases Sovereigns valued $28,800, 1 case Silverware and 1 case Paper.

Per S. S. *Bellerophon*, sailed 2nd Jan.—For London, 3,992 boxes Tea, containing 83,832 lbs. Scented Caper, 1,146 boxes Tea, containing 24,066 lbs. Scented Orange Pekoe—total 5,138 boxes containing 107,898 lbs. Tea and 80 cases Preserves. For Baltimore, 796 rolls Matting.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Ganges*, at 11 a.m., on Wednesday, the 7th inst. (Late letters 11.10 to 11.30 a.m. Extra postage 7 cents. Moveable box on board until time of departure.)

For AMOY & MANILA.—
Per *Nanzing*, at 2.30 p.m., on Wednesday, the 7th inst.

For SINGAPORE.—
Per *Iphigenia*, at 2.30 p.m., on Wednesday, the 7th January.

For AMOY & MANILA.—
Per *Zafiro*, at 3.30 p.m., on Wednesday, the 7th inst.

For SAIGON.—
Per *Pollux*, at 3.30 p.m., on Wednesday, the 7th inst.

For SWATOW, AMOY & TAMSUI.—
Per *Hailoong*, at 5 p.m., on Wednesday, the 7th inst.

For KOBE, YOKOHAMA & VANCOUVER, B.C.—
Per *Parthia*, at 10.30 a.m., on Thursday, the 8th January, instead of as previously notified.

For SINGAPORE, JAVA PORTS, SYDNEY & MELBOURNE.—
Per *Miike Maru*, at noon, on Thursday, the 8th inst., instead of as previously notified.

For SAIGON.—
Per *Falkenburg*, at 5 p.m., on Thursday, the 8th inst.

For NAGASAKI, KOBE & YOKOHAMA
Per *Ancona*, at 11.30 a.m., on Friday, the 9th inst., instead of as previously notified.

For LONDON.—
Per *Dorset*, at 3.30 p.m., on Saturday, the 10th inst.

MAILS by the British Packet.—
The British Contract Packet *Sutlej* will be despatched on THURSDAY, the 8th January, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

Quotations.

Hongkong, January 6.

OPIUM—	New Patna, cash,	482½
„	Old „ cash,	482½
„	New Benares, cash,	470
„	Old „ cash,	470
„	New Malwa cash,	500
	Allowance, Taels	16/32
„	Old Malwa, cash,	510/530
	Allowance, Taels	16/40
„	Persian, Oily, cash,	450/475
	Allowance, Taels	32/48
„	Persian, Paper tied	460/480
„	Allowance, Taels	64/96

Exchange.

Hongkong, January 6.

On London—	
Bank, Wire,	3/4⅜
„ On demand,	3/4½
„ 30 days' sight,	—
„ 4 months' sight,	3/5⅜
Credits, 4 „ „	3/5⅝
Documentary, 4 months' sight,	3/5¾
On Paris—	
On demand,	4.28
Credits, 4 months' sight,	4.38
On Berlin—	
On demand,	3.43
On New York—	
On demand,	82¾
Credits, 60 days' sight,	84
On Bombay—	
Wire,	221
On demand,	221½
On Calcutta—	
Wire,	221
On demand,	221½
On Shanghai—	
On demand,	72
30 days' sight, private paper,	72¾
Gold Leaf, 100 fine	$30.40 p. tael
Sovereigns (Bank's buying rate)	$ 5.80

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 a.m.	30.22
Do.	1 p.m.	30.12
Do.	4 p.m.	30.08
Thermometer—	9 a.m.	63
Do.	1 p.m.	65
Do.	4 p.m.	64
Do.	(Wet bulb) 9 a.m.	60
Do.	Do. 1 p.m.	61
Do.	Do. 4 p.m.	60
Do.	Maximum	66
Do.	Minimum over night	62

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Glengyle* leaves for London.
Noon.—*Ganges* leaves for Shanghai.
3 p.m.—*Iphigenia* leaves for H'burg, &c.
3 p.m.—*Nanzing* leaves for Manila, &c.
4 p.m.—*Zafiro* leaves for Manila, &c.
Polyphemus leaves for London.

Amusements.

9 p.m.—Performance at the City Hall.

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & Co.,
LIMITED.
(Established A.D. 1841.)
HONGKONG.

WE invite attention to the following old landed Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the finest growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

	Per doz. Case.	Per Bot.
PORTS. (*For Invalids and general use.*)		
A Alto Douro, good quality, Green Capsule	$10	$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (*Old Bottled*)	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (*Old Bottled*)	14	1.25

	Per Case. 1 doz. Quarts.	Per Case. 2 doz. Pints.
CLARETS.		
A Superior Breakfast Claret, Red Capsule	$4	$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien	7	7.50
D La Rose	11	12.00

	Per doz. Case.	Per Bot.
BRANDY.		
A Hennessy's Old Pale, Red Capsule	$12	$1.10
B Superior Very Old Cognac, Red Capsule	14	1.25
C Very Old Liqueur Cognac, Red Capsule	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	24	2.00
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
IRISH WHISKY.		
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island $1.50 per Gallon.		

LIQUEURS.

Benedictine, Maraschino, Curacoa, Heering's Cherry Cordial, Chartreuse, Dr. Siegert's Angostura Bitters, &c.

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The publication of this issue commenced at 7.30 p.m.

The China Mail.

HONGKONG, TUESDAY, JANUARY 6, 1891.

TELEGRAMS.

[Supplied to the 'China Mail.']
(*Via Southern Line.*)

London, 3rd Jan., 1891.

DISTRESS IN LONDON.

Terrible distress prevails in the East end of London amounting almost to a famine.

[The distress is doubtless due to the severe weather. We observe from telegrams in Indian papers that, on account of the snow, frost and dense fogs which prevailed in London, work in the docks had been greatly impeded and much misery prevailed.—Ed. C.M.]

(*From Singapore Papers.*)

DR. KOCH'S CURE.

London, 29th Dec.—Two Lepers have been inoculated at Madrid with Dr Koch's lymph, both are doing well. A similar experiment has been made at Vienna with a favourable result, with tubercular leprosy of the smooth type the lymph is useless.

SHENSI.

The report that Shensi has been opened to Russian trade is denied at St. Petersburgh.

OBITUARY.

Dr. Schliemann is dead.

PARNELL AND O'BRIEN.

Mr Parnell has gone to Paris to meet Mr O'Brien on his return from America.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Bushmills*, December 5; *Alderley*, *Strathaven*, 12; *Lydia*, *Priam*, 16; *Ningchow*, *Branfoot*, *Athens*, 19; *Agamemnon*, *Benledi*, *Gleneagles*, *Irawaddy*, 23; *Bayern*, *Niobe*, *Sarpedon*, *Stentor*, 30; *Bombay*, *Glenartney*, Jan. 2.

Homeward Bound:—*Altonower*, Dec. 16; *Benvenue*, *Oceana*, *Cardiganshire*, 23; *Clyde*, 30; *Kaisow*, Jan. 2.

The Canadian Pacific s. s. *Batavia* left Vancouver for Yokohama on the 24th Dec.

The Union Line s. s. *Wordsworth*, left Singapore on Jan. 1st, and may be expected here on or about Jan. 7.

The O. S. S. Co.'s steamer *Diomed*, from Liverpool, left Singapore on Jan. 4th, and may be expected here on or about Jan. 11.

The P. & O. s. s. *Lombardy* left Bombay for this port on the 28th Dec.

The P. & O. s. s. *Canton* left London for this port on the 29th Dec.

H. M. S. *Wanderer* arrived to-day from Shanghai.

The delivery of the English Mail was begun at 12.10.

Hon. W. M. Goodman, Attorney-General, arrived to-day by the English mail steamer *Ganges*.

The O. S. S. Co.'s s. s. *Diomed*, from Liverpool, left Singapore on Sunday, at 9 a.m., and may be expected here on or about the 11th inst.

The Superintendent of the P. & O. S. N. Co. informs us that the Company's steamer *Canton* left London for this port on 29th December last.

We observe that the officers of H.M.S. *Severn* and the community at Shanghai are organising an assault-at-arms at Shanghai in aid of the Fund for the relief of the widows and orphans of the men lost in H.M.S. *Serpent*. We hope the entertainments both at Shanghai and Hongkong will be most successful.

One of the great drawbacks to our local Volunteers is, that they are nearly always unable to leave business when public functions are going forward. In the Jubilee programme for to-morrow fortnight (the 21st) the Volunteers are expected to parade for Church and afterwards assist in the salute. But Wednesday is not a holiday, and unless employers are very encouraging and obliging, the prospect of a Volunteer parade is not very bright and hopeful.

A contractor from Hunghom, named Ng Cheung, was taught a useful lesson by Mr Wise in the Police Court to-day. He was charged, at the instance of Police Sergeant Hannah, with leaving a drain opening in the street in such a condition as to form a dangerous trap for unwary pedestrians at night. The complainant said the opening was in the principal street at Hunghom and was two feet wide and seven feet deep. There was no hoarding round it, nor was there any light to show the danger. On the night of the 3rd inst. a sailor named Michael Bateman fell into the hole and was injured. The defendant, who admitted the charge, was fined $5, and in addition was ordered to pay $2 compensation to Bateman.

Tsang Li, who was sentenced to death at last Criminal Sessions for the murder of Tsang Kam Hi, will not be hanged as was expected, but will be kept in gaol for a period of twenty years. The commutation of the death penalty is due presumably to the fact that this is the Jubilee year of the colony. At all events it is impossible, considering the circumstances of the case, to conceive any other reason for it. The case was clearly one of deliberate murder; the man freely admitted his guilt and said he was prepared to give his life for that of his victim, and he was duly condemned to suffer the extreme penalty of the law. There was no feature in the whole case which could have elicited a plea for mercy on behalf of the murderer, and there seemed not the smallest reason to doubt that he would eventually be hanged. Almost at the last moment, however, the alternative of what is known as a 'life' period of imprisonment was offered, and the condemned man, although he had previously shown the utmost indifference to his fate, accepted the opportunity of escaping death on the scaffold. Whether the man should be executed for his crime or allowed to drag out a miserable existence in prison is perhaps hardly a matter calculated to excite much interest amongst the non-Chinese community. If he owes his escape to the Jubilee Year, he is lucky; but we are by no means certain that this was the reason of his reprieve. It is many years now since there has been an execution in the Colony, and in the interval it may be safely assumed that the feeling against capital punishment has not decreased, if it has not gained strength. The ghastly operation is attended with several minor horrors here which are not conspicuously present where a large community exists. There is no professional hangman in Hongkong, and as hanging has in recent years come to be looked upon as an art, the absence of an artist in that particular line counts for something. Besides, a hanging anywhere is a function which entails disagreeable duties on a number of people in addition to the person around whose neck the rope is placed, and the desire to avoid those disagreeable duties counts for something also. Not long ago two men condemned to death for being concerned in a dastardly murder and robbery at Little Hongkong were reprieved for no ostensible reason, and it can only be guessed that those reasons at which we have hinted operated in that case also. But it has to be remembered that, for the protection of the public, stern duties have still to be done. We live in a community which harbours fiends in human shape like those who perpetrated the *Namoa* tragedy the other day, and when it becomes necessary to deal with such enemies of society even the scruples which are natural and creditable to a civilised community become mere weakness, and if allowed to interfere with the course of justice will certainly bring about disastrous results.

There has been issued by the Queen in Council an order relating to British jurisdiction within the dominions and territories of the Sultan of Brunei. The order does not materially differ from those in force for the jurisdiction of British subjects in Siam, China and Japan.

As reported a few days ago, a native boat laden with $1,600 in copper cash, was overturned in the river, opposite the Kin-lee-yuen Wharf, Shanghai, last week. A native diver was employed to recover the money, and was to be paid 28 cents for every thousand cash he brought up. He went down several times, but failed to recover a single cash, so now it has been decided to call in a Foreigner and pay him 40 cents per thousand cash recovered.—*Native paper.*

The *Straits Independent* feels uneasy under news of short rice crops in India, Burmah, and Siam, and anticipates hard times for consumers of imported grain in the Colony. It urges the Government to encourage rice growing in the Settlements and the Protected States by bringing irrigation facilities into play, and liberalising the land laws. It says that the latter check settlements and discourage cultivation enterprise. Rumour has it that several estates in the Province have been abandoned in consequence.

Lieut. Philip J. Hodges, who was recently tried by court-martial at Devonport, and sentenced to be dismissed from the *Ring-dove*, has been appointed to the *Hyacinth*, on the China station. The dismissal of Mr Hodges from the former vessel has therefore involved his being on half-pay for a period of about ten days, and the sentence in consequence becomes an unmeaning absurdity. The fact of the matter, however, is that there is a considerable dearth of lieutenants in the Navy, and the Admiralty cannot afford to lose their officers for anything but very serious breaches of orders.

Sir Redvers Buller, Adjutant-General of the Forces, notified the following movements of troops which will be carried out this month:—By Her Majesty's ship *Himalaya* embarking at Portsmouth Dec. 12, Royal Artillery, Southern Division; No. 38 Battery, from Cork Harbour to Hongkong; No. 41 Battery from Gosport to Singapore; and Nos. 10 and 13 Batteries respectively, from Hong Kong and Singapore to Portsmouth. By *Himalaya*, Portsmouth, Dec. 12, 25th Company Royal Engineers, Gibraltar to Hong Kong; and 9th Company, Hong Kong to Chatham. The following drafts are being prepared at Aldershot to embark as follows:—2nd Northamptonshire Regiment, to embark in Her Majesty's ship *Himalaya* for Singapore on the 10th inst.

A Port Arthur correspondent writes on the 1st December:—Su Shun Kun or Port Arthur is now probably the most dreary spot in China for a Foreigner to live in. The Chinese Government have spent millions of taels in this place, and apparently all for nothing. As a naval station it is a failure, as for some years past the whole of the Northern Squadron have made Wei-hai-wei their head-quarters, and there is no doubt that Wei-hai-wei is the Chinese naval station of the future. Now and then a few of the ships come here for a short time, but for the future the only use they will make of Port Arthur will be for docking. Only two Foreigners are to be allowed in the port. A harbour master and a dock master. Captain S. Calder has renewed his engagement for three years from January 1st, 1891, as harbour master. A man ought to be well-paid to live in such a wretched hole.

It has hitherto been considered impracticable, writes the *Shanghai Mercury*, to work a gas-engine in connection with the electric light, on account of the very serious defect of oscillation in the illuminant produced, but in this age of progress all defects in mechanical science are gradually being overcome, and this particular drawback to a machine of such universal utility as the gas-engine may now be considered to have been entirely mastered. Sceptics on the subject can have their doubts removed by a visit to the premises of the Shanghai Gas Company, where an incandescent light, driven by a gas-engine, can be seen in full working, which will almost realise the notions of the most exacting idealist of what a perfect illuminant should be,—clear and brilliant, and with scarcely a perceptible trace of that unsteadiness so frequently objected to in the electric light. The light is produced by Woodhouse and Rawson's sixteen-candle power, incandescent lamps, working in connection with a gas-engine.

The *Shen Pao* has a leader commenting on the barbarous conduct of the villagers who plundered the survivors of the *Shanghai*. It says:—It was bad enough for the ruffianly boatmen and dwellers on the river banks to strip and rob the poor people who escaped from the burning ship, and then cast them back, naked and helpless into the water, but worse is still to be told of these inhuman wretches. We are advised that when the local benevolent societies recovered the bodies from the water, and laid them out in rows to wait possible identification, a number of soldiers who were either on the active list, or but recently discharged from the army, came in the night and stripped the bodies of their clothing and valuables, an act in every way as bad as the rifling of graves by professional body-snatchers. It is impossible to exaggerate the atrocity and fiendishness of such conduct, and no punishment could be too severe for it. For the first offence, robbing the unfortunate passengers of the steamer, and then throwing them into the water, from which they had just emerged, the barbarians are undoubtedly murderers, and should be punished as such, by decapitation. As to the second offence, coming in the night and plundering the bodies recovered from the river, none but the basest scum of the earth could desecrate the sanctity of death in this manner, and no pen could adequately express our abhorrence of the monsters, especially when we remember that they were soldiers, supposed to be guardians of the law and upholders of the honour of the Empire. They are not men, they are inhuman ghouls, and no punishment could be devised too severe for them. If they are caught they can only be disposed of by summary decapitation, and we urge that no steps be overlooked that may lead to their apprehension and consignment to this fate. Of course, there are good people and bad people in every country as well as in China, and in contrast to the atrocities we have just referred to, we are glad to be able to point out the noble action of the various benevolent societies of the district, who are employing great numbers of people to drag the river for bodies, and have provided graveclothes and some 60 coffins for the interment of those that may be recovered. We venture, however, to suggest that the societies, in addition to these commendable acts of charity, cause photographs of the deceased to be taken, and nailed to the coffins, as a means of identification. It would be, we think, a good plan, and would give the relatives of those who lost their lives in the calamity a chance to carry out the proper funeral rites at the graves of their ill-fated friends.

The scheme to build a railway from Bangkok to Patriew through Siamese capitalists under a concession from the Government of Siam is expected to fail from inability to raise the necessary capital.

The Batavia correspondent of the *Deli Courant* says that the coming into force of the law forbidding land ownership by foreigners in future on the East Coast of Sumatra, has only been put off till the end of this year.

The following appointments have been made at the Admiralty:—Staff Surg. E. H. Williams, to the *Hyacinth*, dated Nov. 29. Gunners D. Morgan, to the *Severn*; J. T. M'Donnell, to the *Victor Emanuel*, additional; G. G. Cook (acting), to the *Rattler*; J. Maynard (acting), to the *Swift*.

Here is another story of piracy at Ningpo told by a native paper:—Intelligence has been received from Ningpo to the effect that a brush has been had there between the authorities and a band of pirates, and that the officers had been the victors in the encounter. As is the custom at the approach of winter, the military commander at Ningpo ordered an inspection of the coast, to see that no piratical craft were lurking about. Accordingly a cruiser was despatched on this service, and when approaching a place called Sakpoo, her people descried a Ningpo trading junk, bound for Wenchow and deeply laden with merchandise, surrounded by five piratical craft which were bearing down with all speed on the junk. The cruiser immediately opened fire, and was fortunate enough to sink two of the piratical vessels. Nevertheless, the remaining junks opened fire pluckily on the cruiser, which no doubt scared her people a little, for they only succeeded in capturing two of the pirates alive. But for all that the officers were most triumphant over their exploit, and duly marched their two prisoners to Ningpo, in addition to four heads they had managed to secure in the scrimmage. They would undoubtedly have been able to show a much better result, only, when the two junks were sunk, the other three hoisted their sails and bore away. The two captured pirates have been handed over to the tender mercies of the authorities at Ningpo.

HONGKONG CORINTHIAN SAILING CLUB.

The third race for the President's Cup was sailed on the 4th inst. The course was altered by mutual consent to round Green Island and Stonecutters, both on starboard hand, distance 10 knots. The wind was very light from W. at start. The *Irene*, *Dai*, *Edith*, *Faiti*, *Tyke* and *Christine* crossed in order named. After a beat to Green Island the wind veered round to N.W., with a good breeze. The *Edith* was the first to get the change off Green Island, and was 10 minutes ahead of the second boat, the *Faiti*; others close up except *Tyke*, and she got left a long way to leeward owing to the change of wind.

The wind again fell light off the E. end of Stonecutter's, where the *Edith* was found rolling in a flat calm, the boats astern bringing up a little wind from N. After rounding Stonecutter's Island the wind again went back to N.W., which took the boats in slowly. The *Edith* got in first, closely followed by *Christine* and *Dai* who had a small luffing match, before crossing the line, owing to the mistaken reading of the rules by one of the boats. A protest was made by *Dai* against *Christine* for fouling her.

The times are:—*Edith*, 3.55 p.m.; *Dai* and *Christine*, 4 p.m., *Irene*, 4.02, *Faiti*, 4.04. Corrected times are:—*Christine*, 3.52; *Irene*, 3.54; *Edith*, 3.55; *Dai*, 3.56; *Faiti*, 4.04.

Christine wins on time allowance, but waits the decision of the President and Capt. to whom the protest was referred.

CAPTAIN GEDYE AND HIS PASSENGERS.

The following address, which is about as hearty and sincere a document of its kind as we have seen, was presented to Captain Gedye, of the steamer *Denbighshire*, on his arrival here. Captain Gedye, who is well known on this Coast as a former Glen Captain, is master of the *Denbighshire* for the present, and it would certainly appear that the steamer on this occasion was freighted with a veritably happy family. The address, which was accompanied by a handsome set of silver saltcellars, is as follows:—

To Captain F. G. Gedye,
'Denbighshire' (s.)

We, the Passengers by the *Denbighshire* (s.) on the outward journey to China and Japan commenced on November 14th, 1890, desire before leaving the vessel to tender to Captain F. G. Gedye some expression of our warm thanks and of our deep sense of indebtedness for the considerate courtesy, unobtrusive kindness, careful forethought, ever-ready attention, and disinterested help which from beginning to end without intermission or distinction we have individually and collectively received from him.

In proffering such an acknowledgment we do so in no merely conventional way, and not improbably against what would be Captain Gedye's own desire, but we feel that to do otherwise would be to act as ungenerously as ungratefully at the end of a period, in anticipation by no means looked forward to by many of us with pleasure, but now, through Captain Gedye, to remain with us all as a pleasant memory.

Captain Gedye will always be looked upon by each of us as an old and valued friend. In saying 'Good-bye' to him for a while we look with hope and pleasure to a meeting with him again. Meanwhile we leave with him our heartiest good wishes that all happiness may ever attend him and his.

Louise H. Barnes.	Sister Kathleen Power.
S. J. Fawcett.	H. Riddell (T. L.)
Mary Hunt.	Eliza Ritson.
E. M. Leslie.	Elizabeth E. M. Strong.
W. P. Mears, M.A., M.D.	Eva Symonds.
Isabella Mears, L.K.Q.C.P.I.	Emily Weller.
Grace C. N. Nott.	Jan. 1st, 1891.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr Fielding Clarke, Puisne Judge.)

Tuesday, Jan. 6.

LEUNG SUI KONG v. PITMAN.

The plaintiff, a money lender, sued John Pitman on a promissory note for $930. The defendant did not appear. The plaintiff said the promissory note was given on 29th February 1890, and was redeemable two months after date. The interest charged was at the rate of 10 per cent. per annum, which for 10 months amounted to $75. Nothing had been paid on account.

His Lordship gave judgment for $975, with costs.

THE GREAT SHRINKAGE.

The following tables, showing the value of stocks on the 6th July 1889, 4th Jan. 1890 and 3rd Jan. 1891, will doubtless prove interesting:—

	July 6, 1889.	Jan. 4, 1890.	Jan. 3, 1891.
Banks	194 p. c. pr.	200 p. c. pr.	262 p. c. pr.
Union Insurance	$100	$104	$96
China Traders	„ 80	„ 74	„ 64
North-China	Tls. 335	Tls. 340	Tls. 300
Yangtaze	„ 95½	„ 95	„ 70
Canton Insurance	$132½	$128	$115
Straits	„ 25	„ 22	„ 15½
Hongkong Fire	„ 385	„ 390	„ 340
China Fire	„ 87	„ 90	„ 88
Straits Fire	„ 18	„ 18	„ 17
S'pore Insurance	„ 16	„ 15	„ 7½
Docks	85 p. c. pr.	83 p. c. pr.	66 p. c. pr.
Steam-boats	$ 55½	$41	$ 35½
Indo-Chinas	2½ p. c. pr.	15 p. c. dis.	„ 27½ dis.
Douglas	$ 83	$ 65	„ 47
China & Manila	„ 130	„ 124	„ 134
Launches	150 p. c. pr. (nominal)	nominal.	nominal.
China Sugars	$208	$127	$172
Luzons	„ 124	„ 70	„ 100
Wharfs	„ 98½	„ 101	„ 91
Hongkong Lands	„ 145	„ 108	„ 91
Kowloon Lands	„ 37½	„ 18 nom.	„ 14
Jelebus	„ 7½	„ 5½	„ 1
Selamas	„ 5½	„ 3½	„ 2
	„ 9	„ 7	„ 5
Punjoms	„ 35	„ 22	„ 2 nom.
Balmorals	—	„ 10½	„ 13½
Charbonnages	„ 675	„ 475	„ 625
China Borneos	„ 56	„ 45	„ 7
Darvel Bay	„ 10	„ 8	in liquidation.
Hongkong Hotel	„ 240	„ 210	$160 nom.
Austin Arms	par.	5 p. c. dis.	nominal (last quot. 88 p.c. dis.)
West Point Building	$ 52	$ 46	$31
Watson & Co.	„ 24½	„ 22	„ 22
Cruickshank	„ 50	„ 45	nominal.
Hongkong Brick	„ 25 nom.	„ 18	$ 12 nom.
Ice Co.	„ 135	„ 109	„ 96
Hongkong Rope	„ 170 nom.	„ 109	„ 133
Dairies	„ 14	„ 12	„ 12 nom.
Fenwick & Co.	„ 30	„ 25 nom.	„ 23 nom.
H.G. Brown & Co.	—	„ 56	„ 63
Marinburk	„ 6	„ 6	nominal.
Lamag	—	„ 38	$10 (sold)
Borneo Hotel, &c.	—	„ 37	„ 30 nom.

In the following stocks, there have been changes in the basis of calculation, by additional 'calls' having been made. The fluctuations in them may be best represented as follows:—

	July 6, 1889.		Jan. 4, 1890.		Jan. 3, 1891.	
	Paid-up.	Quot.	Paid-up.	Quot.	Paid-up.	Quot.
Tramways	$50	$170	$100	$200	$100	$35
East Borneo	„ 25	„ 64	„ 45	„ 50 nom.	„ 50	„ 16 (sold)
Songei Koyah	„ 25	„ 60	„ 40	„ 60 nom.	„ 40	„ 10 (sold)
Labuk	„ 10	„ 14	„ 20	„ 20 nom.	„ 25	„ 24
Peak Hotel	„ 15	„ 26	„ 20	„ 20	„ 35	„ 20
Stamea Hotel	—	—	„ 10	„ 8	„ 20	„ 18 nom.
Electrics	„ 8	„ 6½	„ 6	„ 8½	„ 8	„ 7½
Green Island Cement	„ 5	„ 14	„ 40	„ 40 nom.	„ 50	„ 20
Imuris Mines	—	—	„ 10½	„ 7	„ 21	„ 14½

CORRESPONDENCE.

JUBILEE PERMANENT MEMORIAL.

To the Editor of the 'China Mail.'

Hongkong, Jan. 6, 1891.

Sir,—The comparative meagreness of the suggestions which I understand, are at present before the Committee must be my excuse for placing before them and the public the views of a non-exalted member of the community.

The First suggestion is that of a road round the island. By all means let us have the road and as soon as possible, and since the Jubilee has called forth so strong an opinion of its desirability, certainly name it the Jubilee Road. But surely we may confidently leave so departmental a matter to the care of our conscientious Surveyor General and the Executive Council.

The Second is that the valuable site now being rapidly reclaimed in front of the Cricket Ground and the City Hall should be laid out as a Public Garden. Seeing that the value of this land is estimated at some $300,000, and that it would tend to intensify the evil of the 'divided city,' we may well pause before committing ourselves to such an ill-advised piece of extravagance.

The Third is that of a Public Library and Reading Room. But we have these already in the City Hall. It only rests with the public-spirited City Hall Committee to improve existing arrangements by putting in electric light, and opening the fast-closed shutters on dull days, to make the present rooms sufficiently commodious to attract many generous donors of modern books and magazines, and many more grateful readers.

The Fourth is the erection of a school for technical education. This is brought forward by a most liberal-minded and liberal-handed resident, and would be worthy every consideration were it not that properly it should form part of the

Fifth suggestion, that a building worthy of being known as the Hongkong Public School should be erected at the Peak. So far it is only proposed to care for English-speaking boys, but it may be deemed advisable to make provision for girls also. The idea of a school at the Peak is startling at first, but its feasibility is soon admitted, and once admitted its desirability grows upon a citizen's mind until it resolves itself into a necessity. It is but a very little in advance indeed of present absolute requirement. There are already some 120 houses at the Peak, many of them offering at cheap rents, but these advantages are weighed by paterfamilias against the expense of sending his boys down by the tram to school. Of course there will always be some European families living down below from necessity or choice, but to meet their case doubtless the Tramway Company would see it to be to their own and the public interest to issue pupils' tram tickets at a nominal rate. Two years ago there were over sixty boys in the Public School, to-day there are under forty, but one has only to frequent the haunts of the amahs and nurses above and below to realize the very large number of European children who will need to be educationally provided for in the near future, while if you are to look forward ten or twenty years it would be only prudence to provide accommodation for say two hundred scholars. I am aware that in theory education for all is provided at the Victoria College, but—in practice—is there a single member of our Jubilee Committee who would care to send his boys there? The experiment has recently been tried by a most respected official with results much to his regret, not to say disgust. I am no despiser of the Chinese, there are many whom I respect and admire, but they themselves would be the first to admit that the influences upon an English lad among a class of some sixty Chinese youths would be distinctly demoralizing. Altogether there is everything to be said in favor of the Scheme, this bequeathing to our children, so beneficial a memorial of our Jubilee of Conquest, but I am not content with simply endorsing its merits, but would make it a necessary sequence of my

Sixth suggestion,—the formation of a School Board for Hongkong. Let us mark the attainment of our Colonial majority by boldly asserting the privilege of political manhood, the right of self-government, and taking another firm step forward in the direction of enfranchisement. We have our Sanitary Board, now we follow with our School Board, the Municipality will come by-and-bye.

There will be plenty of work for it to do. The first should be an act of justice in the immediate erection of the School for Europeans out of Government funds. This would indeed be but an act of reparation, since for many years past the English-speaking community have borne a most inequitable proportion of the cost of education, the parents in heavy fees, the leading citizens in generous donations and subscriptions. It is the duty of a civilized government to care for the education of its citizens. At home they do so thoroughly, though 'pious founders' have relieved them of responsibility so far as the higher grades, grammar schools and universities, are concerned. What do we find here? The vote for educational purposes in 1891 is put down at $71,978—almost entirely for the benefit of aliens; for the Hongkong Public School, the Citizens' School, receives out of this only some $1·0 under the grant-in-aid scheme, say one quarter of one per cent. or about one ten-thousandth part of the $1,700,000 total expenditure. Is this reasonable? Is it creditable? I feel sure that it needs only to be known to be instantly and vigorously remedied. It must never be said that the year of our Jubilee was the year of our shame, marked by the closing of the Hongkong Public School. I understand that the voluntary funds are so nearly exhausted that the Committee have felt compelled to give notice to quit to both the head and assistant master. They must not go; both are admirably adapted for their position. The new school must be built and must be liberally endowed by the Government as an act of reparation, as conscience money. For thirty years the English-speaking citizens have borne practically the whole burden of the education of the Colony's true sons. Taking the Victoria College as the government idea of what is equitable, we find that aliens should contribute about one-third of the current expenses, while a magnificent building costing, with delay, extravagance and mismanagement probably half a million dollars, is provided. Say that the expenses of the Hongkong Public School are $6,000 per annum or in thirty years say $180,000, two thirds of which $120,000 should have been provided by the Government. It cannot now however be refunded to the overtaxed parents or the generous donors of temporary endowments, but it must be held by the Government in trust for the school, the interest only being paid in perpetuity, say at 5 per cent. $6,000 per annum. This would enable the Committee to reduce the fees from $60 and $48 a year to say $24, about the equivalent of the £4 required at Dulwich College. Let a good school-house and a fair endowment be provided, and Hongkong would soon assert itself as the educational centre of the Far East. But it may be asked what is the Committee to do, granting that the Government should perform these acts of justice and reparation? Well, there may be a few of us whose fingers are itching to dive deeply into our pockets, but in view of the recent financial depression it would be well to defer expectation of all-round open-handedness until the Jubilee of the Concession, when we can invite our Celestial fellow-citizens to join with us in some substantial memorial of our mutually-improving intercourse. I would suggest that moderate subscriptions be solicited for providing a gymnasium for the boys, while those with hobbies and large hearts and purses might endow special prizes or scholarships for the encouragement of say drawing, handicraft, music, languages, divinity, mathematics, science, &c.

Submitting these crude ideas as the protoplasm from which the perfect scheme may be evolved.—I am, Sir, your fellow-creature,

AN ENGLISH RESIDENT.

[The idea of an English Public School, whether as a Jubilee memorial or not, is certainly a good one. The present Public School has collapsed mainly on account of the denominational bigotry of a certain ecclesiastic and his coterie. Were a strong desire shown by the public to found an unsectarian public school, we have no doubt Mr Belilios would repeat the handsome offer he once made. From a School Board, good Lord deliver us!—Ed. C.M.]

THE INTER-COLONIAL MATCHES.

Referring to the Ceylon team, the *Ceylon Times* says:—The team is a strong one at all points of the game. It has lots of bowling, of which at one time it promised to be very short. Kelaart, Christoffelsz, Vanderspar, Gilham, and Johnstone ought to be enough for any requirements, especially as Marks is a good change bowler, and Courtenay's slows will prove useful. The weakest bat in the team is Kelaart, but he is played for his bowling, which is always good, and we hope he will maintain his reputation in the Straits. Alston is a capital wicket-keep, and, if in his best form, ought to have a good record behind the sticks. Keeping the wicket to Christoffelsz however, is not likely to be child's play, especially as the team have four matches to play whilst away, following one another in quick succession. But Stephens can always give Alston a rest for a short time when necessary.

In another issue our contemporary says:—We regret to say that the only Civil Service member of the Colombo team visiting the Straits Settlements has just had the leave granted to him stopped at the eleventh hour, and up to the present all the efforts of the President, the Captain, and the Secretary of the C. C. C. to obtain a reversal of the order have been unavailing. It appears that, whilst holding an enquiry into the Salpiti murder case, Mr W. H. Moor, having found a witness guilty of deliberate perjury, had him tom-tommed round the village and proclaimed a liar—a very salutary proceeding, and one for which he should rather be commended than otherwise. This appears to have given umbrage to certain legal gentlemen connected with the case, and the result is that an enquiry has been ordered into the matter. This enquiry, so far as we can gather, is not likely to be held till the middle of January, by which time the team will have returned from the Straits. H.E. the Governor, however, has cancelled the leave granted to Mr Moor and refused to let him join the team.

The result is that Mr G. Spence, who goes to score, will have to don flannels and play, in order that the full team may be made up. The *Ganges* came in this morning, and will leave for Singapore and China by 10 a.m. to-morrow, and may good luck go with our team!

Referring to the arrival of the Hongkong team in Singapore, the *Singapore Free Press* of 30th ult. says:—

As the ship drew up near to the wharf, the crimson and black flag of the H. K. C. C. at the mizenpeak, faces were recognised and greetings interchanged. F. V. Hornby's cheery face was prominent as from a coign of vantage he waved his hat to the worthy President and his wife. The Straits captain who was up early, had been talking longingly of coffee and slings, but his thirst was increased by hearing the irrepressible Hongkong Doctor asking 'what price drinks?' and complaining that they had drunk the ship dry. A burly member of the S. C. C. Committee, who had been thinking of the same subject, looked up at the row of Hongkong faces and vaguely asked 'Who's that man with a sling in his arm?' The 'man' turned out to be Capt. Dunn, the crack bat of Hongkong, with his arm in a sling, owing, we regret to hear, to rheumatism. It is to be trusted however that Singapore air will enable Capt. Dunn to get all right before Hongkong takes the field against the Straits team. The Hongkong team have come down as named before, with the exception of Mr Ram, who had been damaged at football and had to remain, but the team is big enough to allow of emergencies. Mr G. P. Owen had gone on board with the pilot outside the Harbour and had acquainted the Hongkong men with the putting-up arrangements, and the hosts or their representatives were at the wharf in due time to receive their guests. Ten nets will be put up this afternoon on the Esplanade so that the visitors can have abundant chances of practice and get their land legs again.

RAUB.

The local secretary of the Raub Australian Syndicate (Limited) has received the following telegram from Mr. Bibby:—

'Kwala Kubu, 27th Dec., 1890.

'Crushing finished. 490 tons stone yielded 760 ounces smelted gold.

'Left to-day with Gold for Singapore via Selangor.'

The 760 ounces gold now on its way to Singapore represents four months work. It is subject to deduction of 5% for royalty. The balance is 722 ounces, which at say £3.18/ per ounce represents about £2,800. That will not cover the whole expenses of the four months, although it may come within measurable distance of doing so.

Immediately on the issue of our telegraphic express with the news of the crushing the shares of the mine were offered on the market at 90 cents.—*Straits Times.*

TONG-KING.

THE FRENCH GOVERNMENT AND THE HONGAY MINES.

There was a lively debate about Tong-King in the French Chamber on the 27th Nov. M. Etienne the Under-Secretary of State, had high praise for France's more recent acquisition in the Far East, though in his second speech, delivered in reply to some severe criticisms from M. Clémenceau, he was forced to admit that the present state of affairs in the Indo-Chinese Peninsula was not altogether as brilliant as might be wished. He promised, however, to do all that he could to place the administration on a thoroughly practical footing. M. Clémenceau had pronounced the local government deplorable, and in so doing he had repeated the criticisms already made by M. Le Myre de Vilers, who had declared that there was nothing but disorder and abuses in Tongking. M. Le Myre de Vilers, however, eulogised the Indo-Chinese Peninsula as a superb colony, and said that 'it would one day compensate France for the loss of India.' No one now desired the evacuation of Tong-King, he added, but there were some signs of dissent. What was needed in the development of the country was personal initiative. M. Le Myre de Vilers expressed the opinion that the French colonist, as a rule, was more intelligent and steady than the English, but, while the latter enjoyed full freedom, the former was constantly worried by a meddling Government. In short, the Administration came off badly all round, but this did not prevent the voting of the different items of the Budget submitted to the Chamber.

In the course of the debate on the Tong-King Budget M. Clémenceau moved a resolution to condemn the conduct of the Colonial Administration in allowing several private firms in Tong-King to import large quantities of English rails free of duty. It appears that dues to the amount of £12,090 were then unduly remitted. The origin of the incident is found in the report of M. Le Myre de Vilers in the Colonial Budget. It is there asserted that M. Bavier-Chauffour has been exempted from taxes to the ammount of f. 135,000 for rails of English manufacture intended for the railway from Hongay to the sea. Messrs. Marty and d'Abbadie have been equally favoured by the remission of f.85,950 for two steamboats constructed at Hong Kong, while a similar concession has been extended to M. Bourgoin-Meiffre for material for factory. These measures, says the report, would be excellent if they were legal, but it is not admissible that an authority, however powerful, should be able to use its discretion in the application of an Act of Parliament. M. Burdeau, Reporter of the Budget, replied that M. Etienne had evidently acted in good faith. He admitted that the latter had misconstrued the law, but it was not likely such a mistake would be repeated. On a division the Clémenceau amendment was rejected by 228 votes to 211.

The *Siècle* gives the following explanation as to the circumstances under which the taxes in the cases referred to were remitted. The exploitation of the mines of Hongay necessitated the immediate construction of a railway to the sea. The director of the mines naturally turned to France for the supply of waggons and material. He was told that he would have to wait ten months before he could receive them. The English firms applied to only required two months to complete the order. The company in consequence made arrangements with the English houses. In the case of Messrs Marty and d'Abbadie the firm were obliged to buy two steamers at Hongkong, because they could not get a sufficient number at Tong-King. With regard to the third case Mr Bourgoin-Meiffre had obtained a concession on the river Noire for the cultivation of cotton. He wished to purchase the machinery for a spinning factory, and he addressed himself to the leading French firms. In each case they refused to send a representative to superintend the fixing of the machinery, and, further, they required too long a time to execute the order. As a last resource English firms were applied to, and they sent the factory and supplied the workmen in very short time.

M. Jules Ferry has addressed a letter to the *Matin* on the subject of the Coal Mining Concession, granted to his cousin, M. Bavier-Chauffour, at Hongay. M. Ferry declares that he not only had nothing to do with the mining business, but that his relations with his cousin previously had consisted in opposing, and in endeavouring to annul his contract with the Regent of Annam for the working of the Along Coal Mines in 1884. This course M. Ferry adopted in order to prevent the squandering of the immense mining resources of Tong-King and Annam, a contingency which would have happened through the inexperience and the greed of the Mandarins. This course was all the more imperative, as no definite arrangement had been arrived at between the French Government and the Regent of Annam respecting the working of the mines. Accordingly, when it was telegraphed home in October, 1884, that a contract had been entered into between the Court of Annam and his cousin, M. Ferry informed the Regent that the Government of the French Republic could not sanction the arrangement. Eventually, after long negotiations, the agreement was abandoned, and the Court of Hué accepted the proposals of the Republic. So far as he was concerned personally, M. Ferry had no more to do with the matter. He states that he had nothing to do with the contract made in 1887, under which the mines are now being worked.

WEI-HAI-WEI.

(Shanghai Mercury Correspondent.)

December 24th, 1890.

Wei-hai-wei Harbour, 23 miles westward of Alceste Island, is formed between Sen-kung-tan, an island 510 feet high, and a deep bight of the coast, and is the most eastern anchorage on the northern shore of the Shantung peninsula. It is easy of access, and capable of affording shelter to a considerable number of vessels of moderate draught, but the anchorage is contracted for large vessels. It has two entrances, one on the west, the other on the east side of Sen-kung-tan, thus affording a facility for access or departure. The town of Wei-hai-wei stands on the side of a hill on the west shore of the bay, and is surrounded by a wall. The western entrance, although much narrower than the other, has the deepest water. It is a good and well-sheltered harbour, and is much superior to Yen-tai, or as it is wrongly called, Chefoo. The climate is most salubrious, and it can fairly be said to be the healthiest spot in China. It possesses numerous fine, sandy beaches, well adapted for bathing. Eight years ago the population consisted of fishermen and agriculturists only, but since then a great change has taken place. The Chinese Government decided to make the port a naval station, and for some years now the Peiyang Squadron have made it their headquarters. It is being strongly fortified, Channel Island, almost in the centre of the eastern entrance, and Observatory Island off the western end of Sen-kung-tan, are being converted into forts. Forts are being built on the eastern and the western end of Sen-kung-tan, and also on the mainland, commanding the western entrance. Some heavy guns are already in position. All the forts will be mounted with Krupp's finest guns. Observatory Island is being connected with Sen-kung-tan, by a fine causeway, and it is in contemplation to connect the eastern end of Sen-kung-tan with Channel Island by a breakwater. This will be a great undertaking as the distance is a little more than one nautical mile, and the depth of water from five to seven fathoms.

A powerful flash-light has been erected on the mainland for the use of the men-of-war entering by the eastern entrance, and a fixed light is shown from Observatory Island for the western entrance. Both lights are of French manufacture, and are under the control of the Chinese Admiralty. From Sen-kung-tan a large iron wharf is being built for the men-of-war to go alongside of. A good landing-stage for boats, and a boat-slip have also been built. The men-of-war all anchor under Sen-kung-tan, as that side has the deepest water, and is well-sheltered from north-east, north, and north-east winds. All work-shops and store houses are on the Island, which also boasts a fine parade-ground for the use of the ships' crews, and a Naval College.

Constant communication is kept up between Chefoo and Wei-hai-wei by one of the small gunboats, which runs once a week, and sometimes twice, and the distance, being only 42 miles, is done in 4½ hours. On the mainland a fine broad road runs towards the N.E. Promontory in one direction, and towards Chefoo in the other. Chefoo can be reached on horseback in 10 hours, but the distance has been covered in 7 hours. There is a telegraph station at Wei-hai-wei, and Sen-kung-tan is connected with the mainland by a wire. Wei-hai-wei has quite cut out Lu-Shun-how as a naval station, and there is no doubt that, in every way, it is a far superior port. In all probability docks will be built there before long, and then we will see the last of Port Arthur.

LAST YEAR'S TRADE IN THE NORTH.

The *N.-C. Daily News* writes on the 1st inst.:—If the year that begins to-day is as profitable to merchants on the whole as 1890 was, the cry of 'hard times' will be again postponed. The merchant has been a grumbler before and since the days of Horace, when, as the poet tells us, he would willingly have exchanged his lot for that of the soldier; but notwithstanding the extra anxiety which the divagations of silver gave him last year, the Shanghai merchant is generally content with the results of the year's work. The trade in cotton and woollen piece-goods was distinctly satisfactory to the importers, though the Chinese dealers are believed not to have found it equally remunerative. The big rise in exchange in the autumn was a godsend to the foreign holder, while it brought loss to the Chinese holder of goods bought earlier in the year, and, as the table we published last week shows, the deliveries of nearly all piece goods, up to the 24th of December, were larger than in 1889. In cotton yarn the increase was very remarkable, and the figures of the comparative deliveries are worth reproducing:—

	1890	1889
Bombay yarn	Pls. 422,804	Pls. 178,033
English „	„ 40,659	„ 35,790
Total	Pls. 463,463	Pls. 213,823

This large increase has not been accompanied, as might be expected, by a serious diminution in the demand for goods. The only article that appears to have been affected is T-cloths, and in them the falling-off in deliveries is not very marked, while they appear to be independently going out of favour with the Chinese. The dearness of cotton has encouraged the opening of new markets for yarn: but the trade altogether is interesting enough to merit an article to itself. Metals have given another proof of the well-known fact that Chinese can find outlets when prices are low, and sit still and wait when prices are too high. The speculation in the spring checked business; but when prices relapsed at home and exchange rose, buyers came forward again, and though lead is not up to last year's figures, nail-rod iron shows an increase. Exports from Germany have felt the effect of the protective system of the empire which has so raised prices in Germany, that the export trade has suffered; in a similar way the McKinley tariff has distinctly benefited English trade in woollens here. The business in aniline dyes under known chops has been a steady one, but it is hinted that as the Chinese reduce the prices they offer, the quality of the dyes is reduced accordingly.

While the rise in the value of silver has assisted importers, it has had, as was certain, a depressing effect on the export trade. Tea only has given fair returns to shippers, while in the case of black tea, the results generally have been unusually good. But the profits that have been made have been at the expense of an enormous diminution in the trade, a diminution which is, perhaps, not generally realised until the figures are consulted. We go back only five years, and find that the comparative total exports of black and green tea to Great Britain to date are:—

	1890	1889
Black Tea	26,336,994 lbs.	65,940,685 lbs.
Green Tea	4,559,527 „	9,310,574 „
Total	30,896,521 lbs.	75,251,259 lbs.

While green tea to London has generally done well, the American market has been a very uncertain one, and some heavy losses have been made, but latest advices are more reassuring. The twin staple of Shanghai's export trade, silk, has not treated its votaries so kindly as tea. While early purchases made and financed for before the rise in silver were fairly remunerative, the silks bought after the rise did not meet a corresponding market at home, and the Chinese holders here have been so firm, that the tael price has not accommodated itself to the changed conditions. The settlements for the season are accordingly less even than in 1887, and home currencies remain below the equivalent of the Chinese demands. Sundry exports, in which a large trade has been built up in recent years by the aid of the depreciation of silver, have been severely tried by the rise in exchange, and business in them cannot become regular again until exchange steadies itself, or unless sterling prices at home follow the rise in silver.

The local stock market, which has become an important feature in our commercial life, has also been affected by the rise in silver, and a comparison of current prices at the end of December 1889 and 1890 shows this clearly. There has been a general fall in prices, almost the only exceptions being the shares of the Hongkong Bank, which is known to have profited largely by the rise in silver, and of the Sheridan and Mendota mines. Insurance shares have been separately affected by the unusual number of casualties that occurred last year. We give a list of the prices at the end of Dec. 1890 and 1889 of a few leading stocks, omitting those which show little change:—

	1890.	1889.
Hongkong and Shanghai Banking Corporation	265½% premium.	186% premium.
	Tls.	Tls.
North-China Insurance Co.	300.00	310.00
Union Insurance Society	70.08	73.73
Straits	10.95	16.06
H'kong Fire Insurance Co.	244.55	277.40
China	64.24	67.50
S'hai & Hongkew Wharf Co.	235.00	225.00
Pootung Wharf Co.	70.00	90.00
Shanghai Cargo Boat Co.	175.00	180.00
„ Water works Co.	155.00	162.63
Hall & Holtz Co-op. Co.	21.00	25.00
S'hai Land Investment Co.	30.00	24.50
Sheridan Mining Co.	291.00	210.00
Mendota Mining Co.	267.50	200.00

It should be noted that the rate for Bank bills on demand on the 27th of December, 1889, was 4s. 4½d., and on the 26th of December, 1890, 4s. 9d.

On the whole the Pandora Box of 1890 had more profits in it than losses; may 1891 be still kinder.

NEWS BY THE ENGLISH MAIL.

SURPLUS IN THE EGYPTIAN BUDGET.

Cairo, Dec. 19.—The Egyptian Budget shows a surplus of half-a-million sterling, and taxation is to be reduced by fifty thousand pounds.

THE RAILWAY ACCIDENT AT QUEBEC.

Details received of the railway accident near Quebec are conflicting, and it is now hoped that the number of killed do not exceed ten. The train was overthrown on the bridge which spans a street at St. Joseph, and a part only fell over on to the road below.

A SENSATIONAL CASE AT PARIS.

Paris, December 20th.—The trial of Michael Eyraud and Gabrielle Bompard for the murder of M. Goutte, process-server, has just ended, and caused considerable excitement whilst it lasted. Michael Eyraud was found guilty of murder and sentenced to death, and Gabrielle Bompard to twenty years' imprisonment. The defence tried to prove that Gabrielle Bompard was under the hypnotic influence of Eyraud.

THE FUNERAL OF SIR J. BOEHM.

London, December 21st.—The funeral of Sir J. Boehm took place yesterday, the body being interred at Painters' Corner, St. Paul's Cathedral, beside the remains of Sir Edwin Landseer. The Princess Louise and representatives from the Queen and the Prince of Wales were present, besides the leading members of the Royal Academy.

MAJOR WISSMANN AND EMIN PASHA.

Zanzibar, December 20th.—Major Wissmann has recalled Emin Pasha for disobeying orders and refusing to co-operate with Mr Stokes, the English explorer, in the German service.

MR JUSTICE SCOTT'S REPORT.

Mr Justice Scott, in his report on the Egyptian judicial system, proposes that an English Inspector General of Tribunals be appointed, and that three European Judges be added to the Court of Appeal. Other reforms are also proposed. The proposals are regarded favorably by the Government.

BURSTING OF A CANAL IN THE ARGENTINE PROVINCE.

Buenos Ayres, December 21st.—A canal has burst at Cordova in the Argentine Province, destroying a hundred of the houses. One hundred people have been drowned.

STRIKE ON THE SCOTCH RAILWAYS.

London, December 22nd.—A general wages strike has taken place on the Scotch railways. The mineral traffic is at a standstill, and the passenger traffic is very irregular.

London, December 23rd.—The Strike on the Scotch Railways is at present chiefly confined to the North British line, where the traffic is paralysed and three thousand employees are idle.

[Subsequent telegrams state that the strike extended to all the railways.]

AN IRISH ELECTION.

London, December 21st.—Mr Dillon has telegraphed to the electors of Kilkenny appealing to them to vote for Sir J. Pope Hennessy and thus restore unity among the party, after which America will resume her aid. Mr Harrington has arrived from America, and proceeded at once to Kilkenny.

Riotous rival meetings were held at Johnstown in the neighborhood of Kilkenny yesterday, but the police prevented a conflict. Mr Parnell in a speech scathingly assailed Sir J. Pope Hennessy, whom he described as a 'mongrel skinner.'

London, December 22nd.—Mr Parnell, speaking yesterday, said he should not be discouraged if his candidate were defeated at Kilkenny, and he was determined to persevere until the whole of Ireland had been enabled to speak.

London, December 22nd.—Many police and a company of troops have been drafted into Kilkenny, where the polling is brisk.

[The result of the election was the election of Sir John Pope Hennessy by a large majority.]

THE WEATHER IN ENGLAND.

London, December 20th.—There has been a heavy fall of snow throughout Great Britain, which lasted twenty-four hours.

London, Dec. 22nd.—Snow, frost, and dense fogs have prevailed in London for the last five days. Work in the docks is greatly impeded, and much misery prevails.

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
Voigtlander's Celebrated BINOCULARS AND TELESCOPES, Ritchie's Liquid and other Compasses.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English Silver & Electro-Plated Ware, Christofle & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.
DIAMONDS — AND — DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL,......$5,000,000
PAID-UP CAPITAL,............ 2,500,000
RESERVE FUND,.............. 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
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Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.
Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.
Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.
A SHELTON HOOPER, *Secretary.*
Victoria Buildings, Hongkong, 3rd May, 1889. 844

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES, *Secretary.*
Hongkong, August 25, 1885. 1458

WINDSOR HOUSE,
HONGKONG, No. 8, Queen's Road Central,
PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers First-class Accommodation to Residents and Travellers, has a Spacious Dining Room, and a large number of well Furnished Bed-Rooms with all comforts. A Good Table kept.
TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Single Meals, at reasonable rates.
Arrangements can be made to serve Meals in Gentlemen's Quarters.
Continental Languages spoken.
Mrs. BOHM, *Proprietrix.*
Hongkong, August 30, 1889. 1682

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 10th January 1891, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco $225.00
To San Francisco and return, available for 6 months ... 393.75
To Liverpool 325.00
To London 332.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, *Agent.*
Hongkong, December 19, 1890. 2188

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE Peninsular and Oriental Steam Navigation Company's Steamship SUTLEJ, Capt. W. D. Worcester, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on THURSDAY, the 8th January, 1891, at Noon.
Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.
For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.
This Steamer takes Cargo and Passengers for Marseilles.
E. L. WOODIN, *Superintendent.*
P. & O. S. N. Co.'s Office, Hongkong, January 2, 1891. 16

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 22nd January, 1891, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco $225.00
To San Francisco and return, available for 6 months ... } 393.75
To Liverpool 325.00
To London 332.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, *Agent.*
Hongkong, January 3, 1891. 28

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co., *Agents.*
Hongkong, July 15, 1887. 1340

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
RUSSELL & Co., *Agents.*
Hongkong, November 14, 1890. 1954

SHARE LIST. QUOTATIONS.—January 6, 1891

Stocks	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Cor.	60,000	$ 125	all	$259 °/. prem., sellers
New Issue		$ 125	$62.50	$268, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$115, ex dividend
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$64
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	nominal
North-China Insurance Co., Ld.	6,000	£ 200	£ 50	Tls. 295, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 2	$8½, buyers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$96
Yangtsze Insurance Association, Ld.	8,000	$ 100	all	Tls. 88½
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$89, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$345, buyers
Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$17, nominal
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 1[illegible]	$ 2	$9
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	86 % prem., buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	3,500	$ 50	all	$134
Douglas Steamship Co., Limited	20,000	$ 50	all	$47
H., C. and M. Steamboat Co., Ld.	80,000	$ 20	all	$36, nominal
Indo-China S. N. Company, Limited	60,000	£ 10	all	25 °/. dis.
Steam Launch Company, Limited	2,000	$ 50	$ 30	par, buyers
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$172, buyers
Luzon Sugar Company, Limited	7,000	$ 10	all	par
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$82
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$90½, sellers
Kowloon Land and Building Company	6,000	$ 50	$ 30	$18, sellers
Peak Building Company	......	......	$ 7	$10
Richmond Terrace Building Co.	1,000	$ 100	all	$200
Shanghai Land Company	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited	12,500	$ 50	$ 4	$32
Trust and Loan Co. of China &c., Ld.	99,875	£ 10	£ 1.15	$19½, sales
	*1,250	£ 1	£ 1	£160
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	all	$115
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	all	$1½
Punjom & Sungnie Dua Samantan Mining Co.	60,000	$ 1	all	$2, buyers
Selama Tin Mining Company, Limited	115000	$ 5	$ 2	$2
	25,000	$ 5	$ 5	$2½
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 50	$525
The Balmoral Gold M'ing Co., Ld.	15,000	$ 10	all	$14½, sales
Imuris Mines, Limited	175000	£ 1	£ 1	$14½, sellers
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	$ 100	$ 50	$8, nominal
East Borneo Planting Co., Limited	4,000	$ 50	$ 50	$10
Labuk Planting Company, Limited	5,000	$ 50	$ 35	$30
Songei Koyah Planting Co., Ld.	5,000	$ 50	$ 40	$10
H. G. Brown & Co., Limited	6,000	$ 50	all	$65, sales
The Lamag Planting Co., Limited	6,000	$ 50	$ 35	$10
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 50	$12
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	$160
Peak Hotel & Trading Co., Limited	4,000	$ 50	$ 35	$20
Borneo Hotel and Stores Co., Ld.	1,000	$ 50	$ 3	$32
Shameen Hotel & Land Co., Ld.	5,000	$ 20	$ 10	$8, nom.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ [illegible]	all	$22, buyers
Cruickshank & Co., Limited	1,600	$ 5	all	$40, nom.
LIGHTING.				
HK. and China Gas Co., Limited	5,190	£ 10	all	$13 °/. sellers
New Shares	1,930	£ 10	£ 7.10	
Hongkong Electric Co., Limited	30,000	$ 10	$ 8	$7, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$21
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$10, nom.
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$24
Hongkong Bakery Company, Ld.	600	$ 50	all	$80, nominal
Hongkong Dairy Farm Co.	3,000	$ 10	all	$12, nom.
Hongkong Ice Company, Limited	5,000	$ 25	all	$95, buyers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$135
Marinburk Furniture Co., Ld.	3,000	$ 25	$ 6	nominal

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1884	$1,594,700.14	$500	8 % p. annum	5 % prem., nominal.
1886	Tls. 767,200	Tls. 250	7 „ „	14 % prem. „
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 „ prem.	$501

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ancona	5 c	Mudie	Brit. str.	3142	Jan. 5	P. & O. S. N. Co.	Yokohama & Kobe	8th inst.
Bormida	2 h	Gavazzo	Brit. str.	1499	Dec. 24	P. & O. S. N. Co.	Bombay, &c.	To-day
Cheang Hock Kian	...	Greenfell	Brit. str.	956	Aug. 20	Bun Hin Chan	......	K'loon Dock
Chingtu	5 c	Hunt	Brit. str.	1459	Jan. 1	Butterfield & Swire		
Chow Fa	3 c	Phillips	Brit. str.	1055	Jan. 1	Yuen Fat Hong		
Chusan	5 c	Wends	Ger. str.	623	Jan. 6	Melchers & Co.		
Denbighshire	2 k	Gedye	Brit. str.	1640	Jan. 4	Adamson, Bell & Co.		
Doris	4 c	Raben	Ger. str.	771	Jan. 3	Melchers & Co.		
Falkenburg	3 h	Frericks	Ger. str.	988	Jan. 3	Melchers & Co.	Saigon	8th inst.
Fooksang	3 h	Hogg	Brit. str.	990	Jan. 8	Jardine, Matheson & Co.	Shanghai	
Gaelic	5 c	Pearce	Brit. str.	4205	Jan. 1	O. & O. S. S. Co.	San Francisco	10th inst.
Ganges	2 h	Alderton	Brit. str.	2110	Jan. 6	P. & O. S. N. Co.	Shanghai	To-morrow
Glengyle	5 c	Gasson	Brit. str.	2244	Dec. 30	Jardine, Matheson & Co.	London, &c.	To-morrow
Hailoong	5 h	Roaché	Brit. str.	783	Jan. 4	Douglas Steamship Co.	Swatow, &c.	To-morrow
Hainan	3 c	Samuelsen	Ger. str.	741	Jan. 5	Melchers & Co.		
Haiphong	5 c	Bousquet	Fch. str.	874	Dec. 31	Messageries Maritimes	Haiphong	To-day
Iphigenia	5 k	Voltmer	Brit. str.	1059	Jan. 5	Siemssen & Co.	Hamburg	To-morrow
Kumamoto Maru	8 h	Pender	Japan. str.	1240	Dec. 7	Geo. R. Stevens & Co.		
Kwang Lee	3 h	Lincoln	Chi. str.	1504	Jan. 5	C. M. S. N. Co.	Shanghai	To-day
Lord Bangor	7 h	Magill	Brit. str.	1911	Nov. 3	Order		
Marie	3 h	Hundewadt	Ger. str.	704	Jan. 4	A. R. Marty	Haiphong	To-morrow
Miike Maru	8 c	Summers	Japan. str.	2080	Dec. 24	Geo. R. Stevens & Co.	Sydney, &c.	8th inst.
Nanzing	4 c	Hogg	Brit. str.	808	Jan. 6	Jardine, Matheson & Co.	Amoy & Manila	To-morrow
Parthia	5 c	Panton	Brit. str.	2035	Dec. 19	Adamson, Bell & Co.	Vancouver, &c.	8th inst.
Pembrokeshire	5 k	Dancaster	Brit. str.	1717	Nov. 18	Adamson, Bell & Co.		
Phra Nang	3 h	Watton	Brit. str.	1021	Jan. 4	Yuen Fat Hong		
Pilot Fish	4 l	Stopani	Brit. tug.	161	......	H. K. & W. Dock Co.		
Pollux	3 c	Hellmers	Ger. str.	893	Jan. 1	Melchers & Co.	Saigon	To-morrow
Smith	3 c	McIntosh	Chi. str.	703	Jan. 4	Malcampo & Co.	Amoy and Tamsui	To-morrow
Sutlej	5 c	Worcester	Brit. str.	42 5	Jan. 6	P. & O. S. N. Co.	Europe, &c.	8th inst.
Tai Yick	8 h	Emke	Ger. str.	903	Jan. 5	Meyer & Co.		
Thales	5 h	Hunter	Brit. str.	819	Dec. 3	Douglas Steamship Co.	Swatow	
Thibet	2 h	Brown	Brit. str.	1076	Jan. 5	P. & O. S. N. Co.		
Thuan An	5 c	Wong Ling Sing	Chi. str.	350	Dec. 11	Chinese		
Whampoa	5 c	Clegg	Brit. str.	1109	Jan. 3	Butterfield & Swire		
Zafiro	5 c	Cobban	Brit. str.	675	Jan. 3	Russell & Co.	Amoy & Manila	To-morrow
Sailing Vessels								
Altair	8 h	Munro	Brit. bqe.	399	Dec. 22	Wieler & Co.		
Bittern	3 c	Stronach	Br. 3-m. sc.	393	Dec. 18	Jardine, Matheson & Co.		
Basuto	3 c	Petersen	Brit. bqe.	362	Dec. 10	Wieler & Co.		
B. P. Cheney	8 c	Humphreys	Amer. sh.	1259	Dec. 31	Russell & Co.		
Charon Wattana	3 c	La Cain	Siam. bqe.	650	Sept. 1	Captain		
Coloma	3 c	Noyes	Amer. bqe.	814	Jan. 1	Order		
Columbus	8 h	Haesloop	Ger. bqe.	1428	Dec. 11	Melchers & Co.		
Elmhurst	8 h	Mackenzie	Brit. sh.	1712	Dec. 3	Melchers & Co.		
Japan	5 c	Yamla	Peru. bqe.	398	Nov. 17	Gonsalves & Co.		
Kristina Nilsson	3 c	Boysen	Ger. bg.	280	Dec. 10	Wieler & Co.		
Lothair	3 c	Evans	Brit. bqe.	793	Dec. 2	Wieler & Co.		
Lucia	4 c	Lundholme	Brit. bqe.	640	Dec. 31	Chinese		
Mabel Tayler	3 c	Durkie	Brit. bqe.	1298	Jan. 4	Order		
Marie Berg	3 c	Hindrichs	Ger. bqe.	536	Dec. 25	Wieler & Co.		
Modoc	3 c	Bosch	Amer. bqe.	403	Dec. 20	Soy Chong & Co.		
Sara Mersedes	3 k	Munistega	Peruv. bqe.	245	July 4	Master		
Santa Cruz	6 c	O'Keefe	Brit. sch.	92	Nov. 20	Wieler & Co.		
St. Nicholas	5 c	Carver	Amer. sh.	1723	Nov. 16	Douglas Lapraik & Co.		
Velocity	3 c	Martin	Brit. bqe.	491	Nov. 25	Order		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Hongkong
Caroline	corvette	1400	14	1440	Captain Clutterbuck	Hongkong
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Grenfell	Manila
Egeria	surveyingship	740	—	—	Captain A. M. Field	Hongkong
Esk	g-bt, 3rd class coast defence	363	3	340		In reserve
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Hongkong
Hyacinth	cruiser	1420	8	1190	Captain Robt. W. Craigie	Yokohama
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Hongkong
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander V. A. Tisdall	Hongkong
Mercury	cruiser	3730	13	7290	Chas. J. Balfour	On a cruise
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Hongkong
Pigmy	gunboat	755	6	1200	Lieut. Com. Hewett	Yokohama
Plover	gunboat	755	6	1200	Captain E. G. Eason	Shanghai
Porpoise	steel torpedo cruiser	1730	6	3500	Commander R. W. White	Hongkong
Rambler	surveying vessel	830	3	690	Captain L. S. Dawson	Hongkong
Rattler	gunboat 1st class	715	6	1200	Captain J. G. Heugh	Hongkong
Redpole	gunboat	805	—	—	Captain F. Wm. Freeman	Hongkong
Severn	corvette	4050	12	600	Captain Hall	Nagasaki
Solent	torpedo mining launch	150	—	—	————	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	On a cruise
Torpedo Boat No. 35	————	95	—	—	————	In reserve
Torpedo Boat No. 36	————	95	—	—	————	In reserve
Tweed	g-bt, 3rd class coast defence	363	3	340	————	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Clifford	Shanghai
Wivern	coastdefenceship, armoured	2750	4	1450	————	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian armored cruiser	6000	18	7000	Captain Alexeyeff	Singapore
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Fedotoff	Japan
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alliance	U. S. gunboat	615	—	—	Captain H. O. Taylor	Yokohama
Aragon	Spanish cruiser	1903	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Journet	Shanghai
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Saigon
Djiggit	Russian cruiser	1200	—	—	Commander Nikonoff	Singapore
Iltis	German gunboat	489	—	—	Captain Ascher	Shanghai
Inconstant	French gunboat	800	—	—	Capt. de Jonquiéres	Shanghai
Krayeser	Russian corvette	1300	—	—	Capt. Rojestvensky	Singapore
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Kobe
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. M. L. Johnson	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Cromwell	Yokohama
Palos	U. S. gunboat	420	6	503	Lieut. Com. Craig	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Lapied	Haiphong
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Hongkong
Sivoutch	Russian cruiser	900	1	1000	Commander Kasherininoff	Shanghai
Sophie	German cruiser	2100	—	—	Captain Herbing	Singapore
Swatara	corvette	—	—	—	Commander John McGowan	Kobe
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Triomphante	French cruiser	4500	—	—	Capt. De la Noe	Yokohama
Villars	French cruiser	—	—	—	Captain Mayet	Haiphong
Vipère	French gunboat	480	4	425	Commander Constolla	Shanghai
Volturno	Italian gunboat	346	—	—	Captain Roych	Shanghai
Wolf	German gunboat	[illegible]		340	[illegible]	Yokohama
Zrinyri	Austrian corvette	1200	—	—	Captain Khittel	Singapore

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Sebastian Bach	Brit. bqe.	
Fushun	Chi. str.	Shanghai
John Baizley	Am. bqtin.	
Ningpo	Ger. str.	
Yuensang	Brit. str.	

AMOY.

In port on December 29, 1890.

MERCHANT STEAMERS.

Diamond	British	
Oanfa	British	
Singan	British	
Sungkiang	British	
Yungching	Chinese	

MERCHANT SAILING VESSEL.

Elizabeth	Ger. bqe.	
EmmaT. Crowell	Amer. bqe.	
Krerlinse Nilsson	Ger. bg.	
WalterSiegfried	Brit. bqe	

FOOCHOW.

In port on December 27, 1890.

MERCHANT STEAMERS.

Haeshin	Chinese	
Haitan	British	
Tsinan	British	
Yuenwo	British	Shanghai

MERCHANT SAILING VESSELS.

Contest	Brit. bqe.	
Hedvig	Brit. bqe.	

SHANGHAI.

In port on December 26, 1890.

MERCHANT STEAMERS.

Anshin Maru	Japanese	Nagasaki, &c.
B. Henricksson	Norwegian	
Bellerophon	British	
Chintung	Chinese	
Chiyuen	Chinese	
Chungking	British	
Djemnah	French	
Fooksang	British	
Fungshun	Chinese	
Glenlyon	British	
Hae-an	Chinese	Hankow, &c.
Hsinsheng	Chinese	
Kung-wo	British	
Leeyuen	British	
Newchwang	British	
Oanfa	British	
Peking	German	
Pechili	British	
Poochi	Chinese	
Port Fairy	British	
Sinn-cheng	French	
Sutlej	British	
Swatow	British	
Taviot	British	
Toonan	Chinese	
Vladivostock	Russian	
Wenchow	British	
Wha-on	British	
Wuchang	British	
Yehsin	Chinese	Hankow, &c.
Yiksang	British	Wenchow
Yuensang	British	
Yuen-wo	British	

MERCHANT SAILING VESSELS.

Forest King	Brit. sh.	
Neptune	Ger. sch.	
Plymouth	Brit. bqe.	
Sin Kolga	Brit. bqe.	

NAGASAKI.

In Port on December 21, 1890.

G. H. Wappaus	Brit. bqe.	
Kozaki Maru	Japan. bqe.	

YOKOHAMA.

In port on December 20, 1890.

Abyssinia	Brit. bqe.	
Diana	Amer. sch.	
Josephus	Amer. sh.	
Milverton	Brit. sh.	
Pythomene	Brit. sh.	
Thomas Dana	Amer. sh.	
Wm. H. Conner	Amer. sh.	

HIOGO.

In port on December 21, 1890.

Belle O'Brien	Amer. sh.	
Honolulu	Brit. sh.	

MANILA.

In Port on November 19, 1890.

MERCHANT STEAMERS.

Compania de Filipinas	Sp. str.	discharging
Kara	Brit. str.	London
Kirklands	Brit. str.	Liverpool
Mount Hebron	Brit. str.	London
Strathdee	Brit. str.	discharging
Terra	Brit. str.	discharging

MERCHANT SAILING VESSELS.

Galatea	Brit. bqe.	United States
J. V. Troop	Brit. sh.	uncertain
Schiaffino Padre	Ital. bqe.	discharging

BANGKOK.

In port on December 15, 1890.

MERCHANT SAILING VESSELS.

Aurora	Brit. bqe.	
Charon Wattana	Siam. bqe.	
Guldax	Brit. bqe.	
Herradura	Amer. bqe.	
Hokien	Siam. lug.	
Honor	Norw. bqe.	
Siam	Siam. bqe.	
Simeon	Norw. bqe.	

KOH-SI-CHEONG.

In Port on December 15, 1890.

MERCHANT SAILING VESSELS.

Agostino Rombo	Ital. bqe.	
Velociforo	Italian bqe.	

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